Offshore

70 WELLS FROM ONE ISLAND
See Page 13

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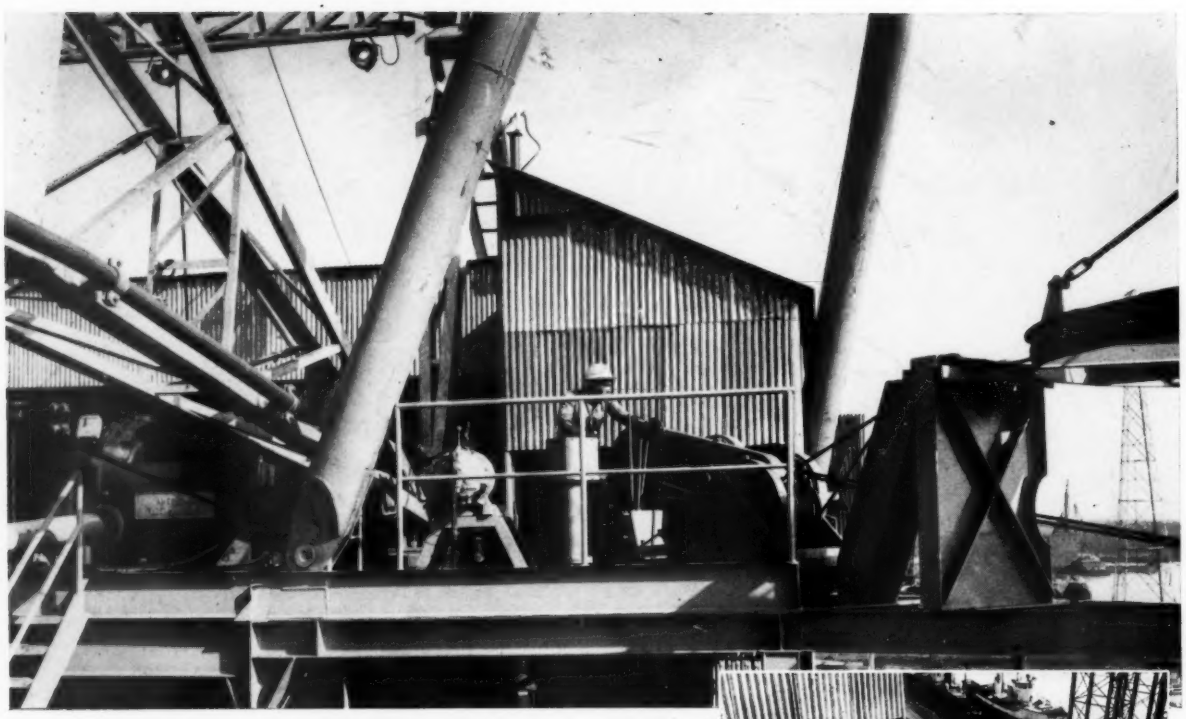

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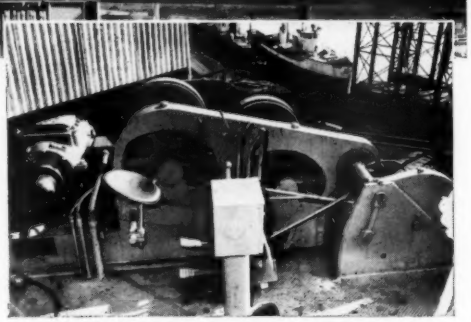
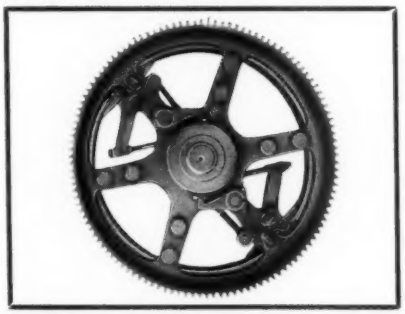


A two drum Clyde Hoist on American Tidelands, Inc., Drilling Barge 101, recently built by Alexander Shipyards, Inc. Note the convenient arrangement of levers and the unobstructed view the operator has of the Clyde unit and the hoisting and spotting operations. Illustration shows offset mounting of bull wheel swinger to allow free lead of lines from all drums.



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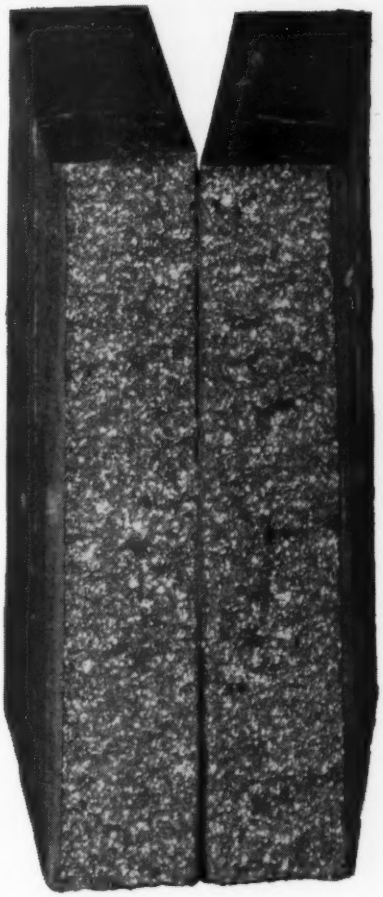

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These are actual photographs of fractured pieces of wrought iron and steel. The picture at the left shows the fibrous structure of wrought iron. How this differs from the crystalline structure of steel is readily apparent. It is the presence of many thousands of tiny threads of glass-like iron silicate that gives wrought iron this unique fibrous structure and it is this structural feature, duplicated in no other metal, that gives wrought iron its superior resistance to corrosion and fatigue stresses.

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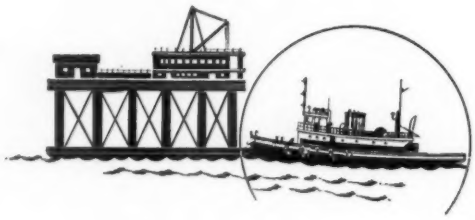

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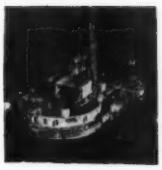

Up, Not Out 13

Without its second deck, Monterey's 70-well island would have to be 800 feet on a side

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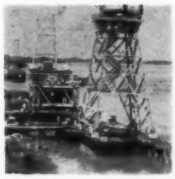
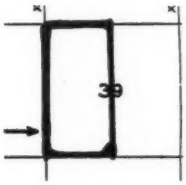
West Texas company hoists anchors, derrick and substructure, and heads for the open sea





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This is the first of a new series honoring the backbone of oilwell drilling, the toolpushers

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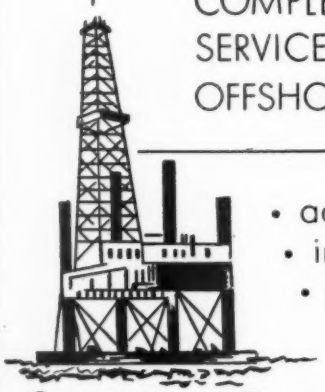

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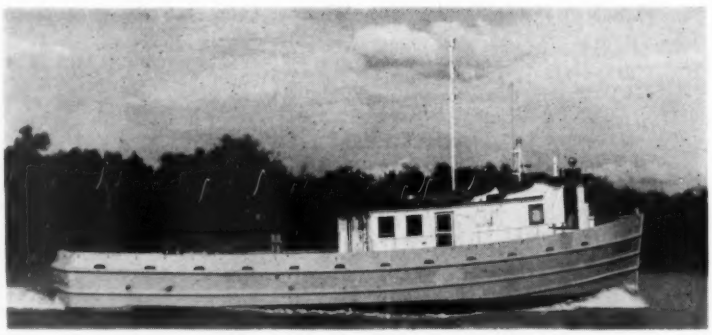

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Way Offshore . . .

With the Publisher

FOR some of our staff members, this is a hectic business.

David Walker and Arthur Coyle spent so much time with the Zapata people, taking pictures and gathering data on the company's new mobile drilling unit, that they often felt they had scorpions running out of their ears.

Scorpion, incidentally, is the name of the drill barge—in case you missed the series of articles we ran on the unit last month.

In between trips to Galveston, where the **Scorpion** was rigging up, Arthur Coyle made two trips to Brewster-Bartle's new self-contained rig on a Gulf platform off Padre Island—and took another hundred pictures and wrote another, smashing good article.

So that he wouldn't have too much spare time on his hands—like weekends—he followed up with boat and helicoper trips to the Ship Shoal Block 154 field, off the Louisiana coast, where he picked up stories and pictures on a Penrod rig and Gulf Refining Company's drilling tender **MV Eagle.**

As this is being written—on a Thursday—he is flying to the **Scorpion's** first location off Padre island, to obtain pictures of the unit in operation (aerials, that is), and when he returns on Friday he'll take off immediately for the Eugene Island Area off Louisiana to take pictures and obtain a story on Llano Drilling Company's first Gulf of Mexico operation. We are trying to sandwich in a trip to Venezuela for him, and even thinking ahead on a trip by Art to the Persian Gulf—if a shark doesn't get him first.

In the meantime, lest you think Dave Walker is loafing, he's taking a leisurely 6,000 mile trip through the north and Mid-West—with a whole month to do it.

Me, I'm going fishing . . .

Long John Latham

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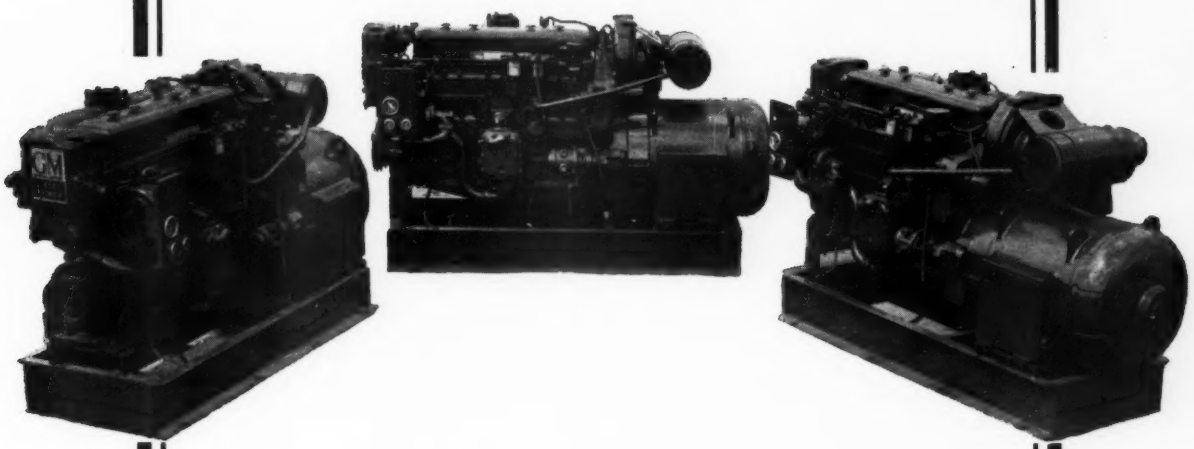

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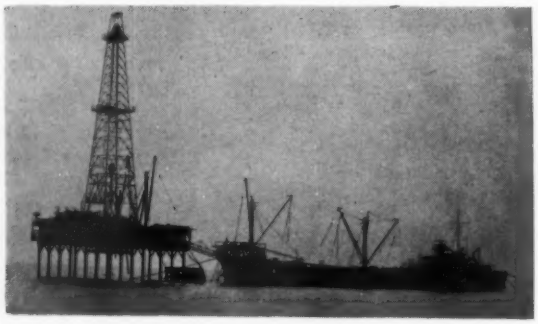

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Beneath leaden skies

Posted, Do Not Enter

A SUGGESTION that Gulf of Mexico acreage beneath air-to-air gunnery ranges be removed from minerals leasing is excellent, if a bit late.

More than 2.5 million acres which the Department of the Interior has blocked off for leasing off Texas and Louisiana lies in the fall-out area of Armed Forces gunnery ranges. In these areas, for reasons of safety, navigation is prohibited from sunrise to sunset.

But oil firms have already leased 55,000 acres in the danger zones, and another 50,000 acres is for sale May 15.

As one oilman so aptly put it, "It's like the city selling you property to build on and the city building inspector denying you a building permit."

From information presented at a meeting in New Orleans late in March (see story, page 21) it is obvious that the Armed Forces need the present ranges. Even in this day of barrier-smashing jets, there are definite limits to how far from shore pilot training can be carried on. However, there does exist the possibility that improved jets will move the training areas farther out in the future.

It was just as obvious at the New Orleans meeting that the oil companies are being unfairly treated—to say the least. Having spent fortunes on exploration work as well as on bonuses and rentals, they are now in the position of being unable to develop their holdings without the aid of heavily armored craft and structures.

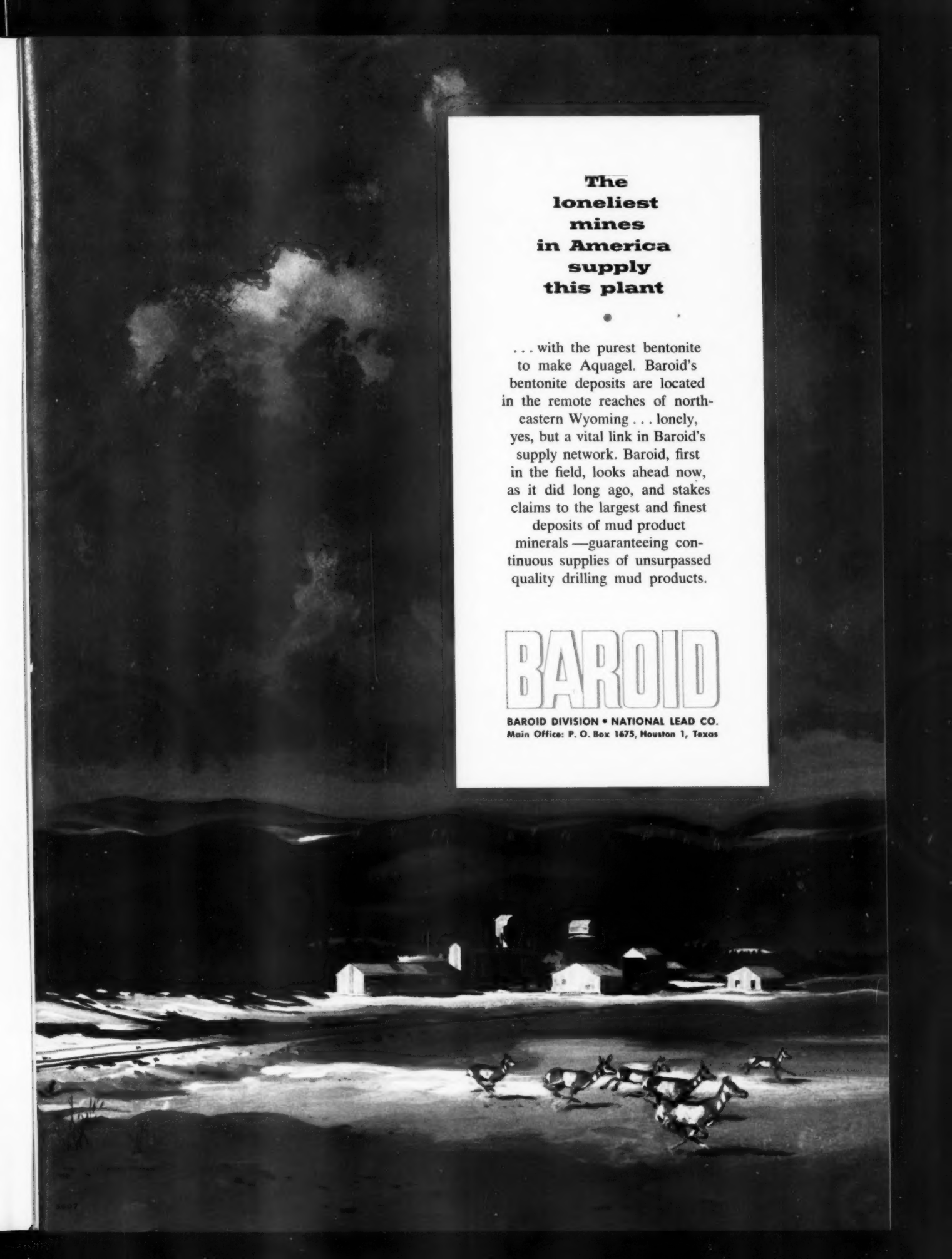
The most logical and equitable course to follow would seem to be:

1) Remove the gunnery ranges from leasing, but only for so long as is absolutely required because of aircraft range limitations. Should a war come, it will be almost impossible to discover new offshore oil reserves.

2) Refund the money which the oil companies have already paid the Federal government. This will free capital for other oil exploration.

3) Give the companies the option to repurchase, at the same price, the blocks they now hold. This would compensate, in part, for the geophysical and geological expenses the operators have already incurred. It would also partially repay the companies for their foresight and risk assumption in early selection of the most favorable areas.

The Editor



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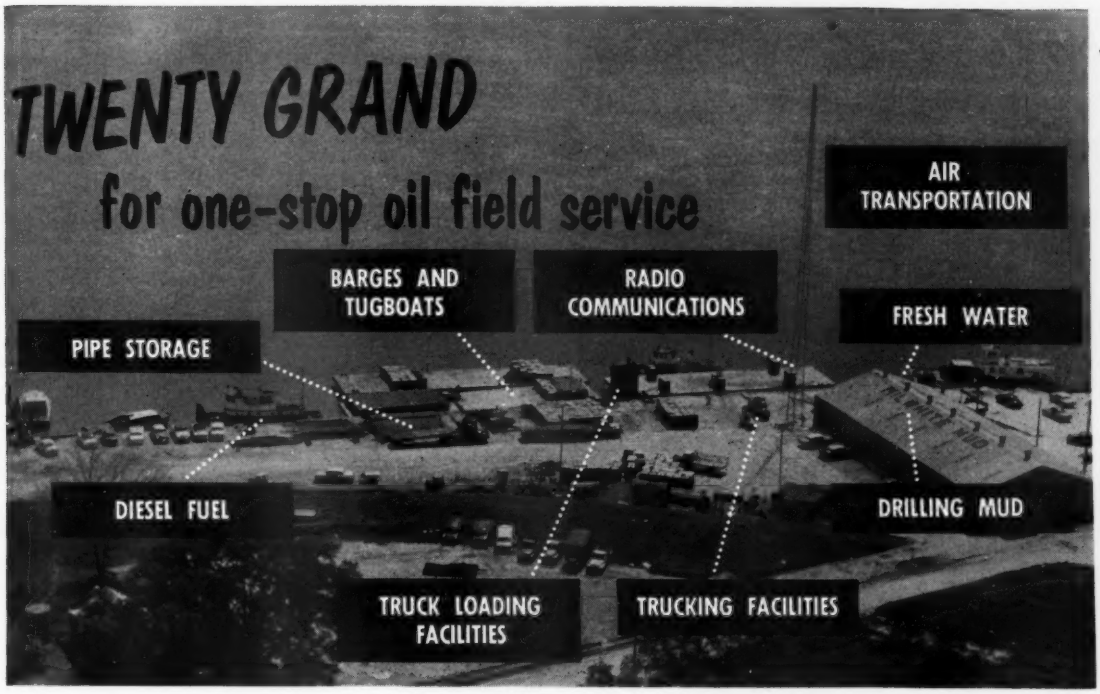

A recent aerial photo of Twenty Grand's Morgan City plant.

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May, 1956 **Offshore** Vol. 4, No. 3

Monterey adds a deck

Island Capacity: 70 Wells

By GENE DAVIS
Petroleum Consulting Engineer

AS A result of experience to date and some interesting engineering studies, preparations have been made to drill a total of 70 wells from California's first offshore drilling island, without enlarging the island itself as originally planned. This becomes possible by building upward instead of outward, by closer spacing, and by a simple rearranging of facilities.

When the first plans for the Monterey-Texas Company drilling island were started in early 1947, and later completed in 1952, the operators planned to use a standard drilling derrick. After two or three wells, they intended to enlarge the island by a rip-rap type of construction to a square area 800 feet on each side to provide surface space for subsequent drilling. Three conductor pipes in a cellar were provided for in the plans of the original island. Two extra heavy beams were built into the island to support the derrick legs.

During the consideration of bids by drilling contractors, it became evident that if a mast were used its smaller base, supported by an adequate steel grid to distribute the loads, would permit drilling additional wells as well as operations closer to the outer wall of the island.

Before the island construction was completed, the planned cellar was lengthened and an additional conductor pipe driven.

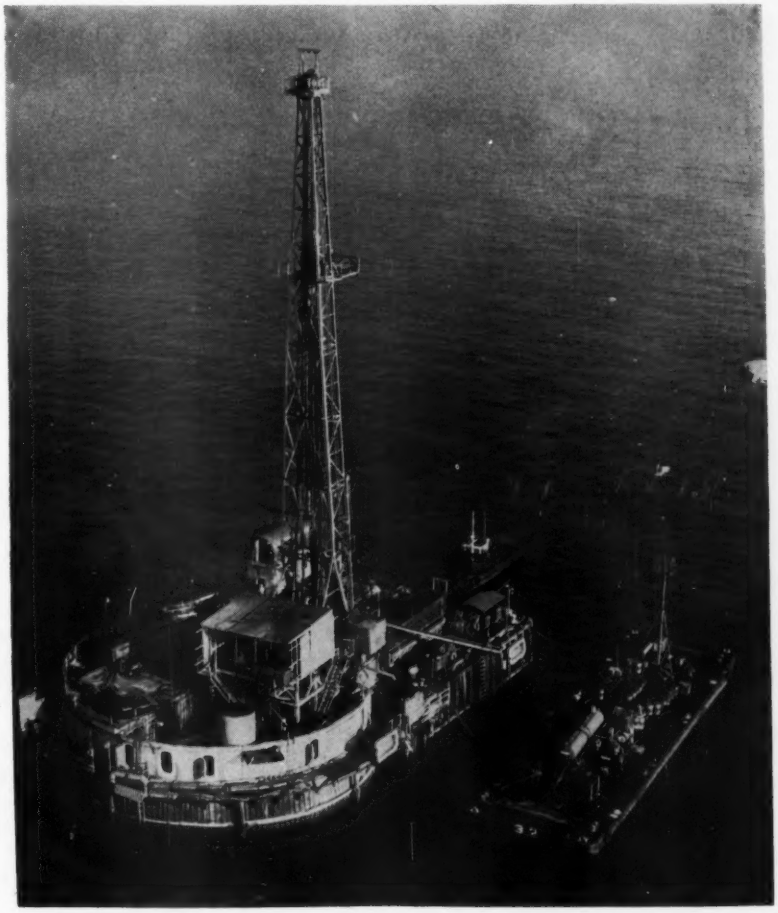
After the four wells provided for by the conductors were drilled it was apparent that, by careful planning, three additional wells could be drilled in the same cellar.

How many wells? . . . Encouraged by the success of this experiment in unprecedented close surface spacing, the operator began a study to determine how many wells might be drilled from the island if it were modified to accommodate them.

Having determined the minimum surface spacing, the chief problem was to provide cellar space. It was evident that the floor could be dug out between the series of beams which support it, but it quickly became apparent that it would be cheaper and better to build the cellars upward from the original working floor and create a new working level at the top of these cellar walls, nine feet above the original working level.

At about this time, a group of pipe lines from the island to a separation

(continued on page 15)



Monterey-The Texas Company granite drilling island during remodeling. The rig was shuttled from side to side while the second deck went up, and drilling continued most of the time. Original plans called for an island 800 feet on a side, and a 1½ to 2-year shut down.

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(continued from page 13)

center on shore was finished and the wells previously completed were put on continuous flowing production.

While plans for remodeling the island were being drawn, surface locations were made for the additional wells, and while drilling continued in the cellar on the west side of the island, conductors were driven on the east side. After completion of well No. 9, the last well in the west cellar, the drilling rig was moved to the east side over the original mud pit to drill three more wells using the pit as a cellar. This permitted the driving of the remainder of the conductors on the westerly side of the island. A total of 70 were driven. These may permit complete development of the lease at only a small fraction of the cost of the originally planned larger island, and will permit continuous drilling, whereas construction of the larger island without remodeling of the existing one would have required suspension of drilling for 1½ to 2 years.

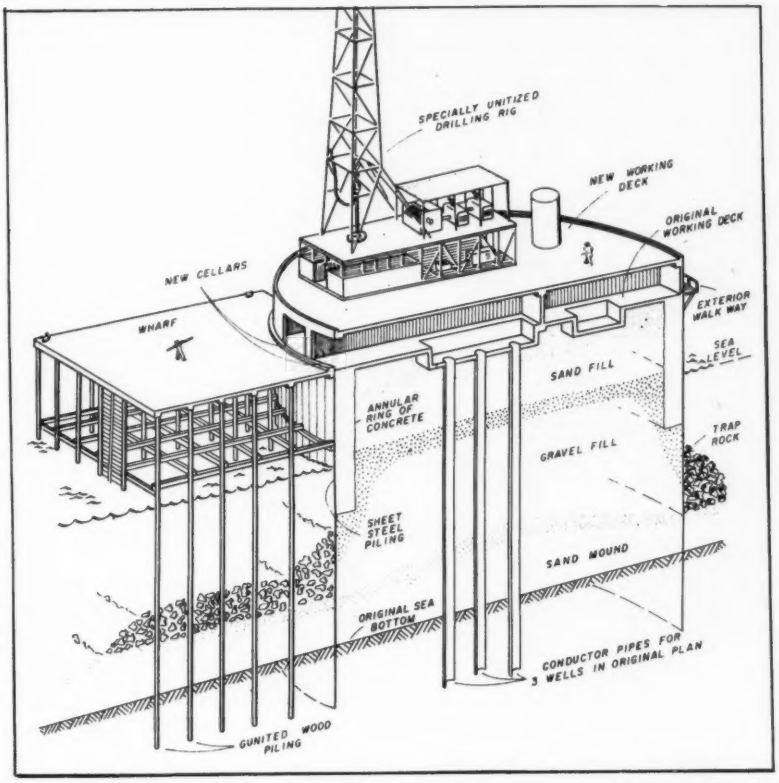
Concrete circle . . . As soon as the conductors were driven, an annular ring was dug in the sand with which the upper part of the island was filled, with the bottom of the annular tunnel in the gravel which filled the island to that level. This annular space was filled with gravel, then pipes were driven through the filled area into the original gravel and cement pumped in. This filled the interstices in the gravel and formed a ring of concrete around the island inside the interlocking sheet steel piling which forms its perimeter. Unfilled spaces under the concrete floor were also grouted full.

With this completed, and while drilling progressed on the east side, construction of the raised level on the west side was begun. This was completed before the third well in the mud pit, No. 12, was completed. Then the drilling rig was jacked up to the new working level and moved over to the completed west side and drilling was shut down while the cement was hardening.

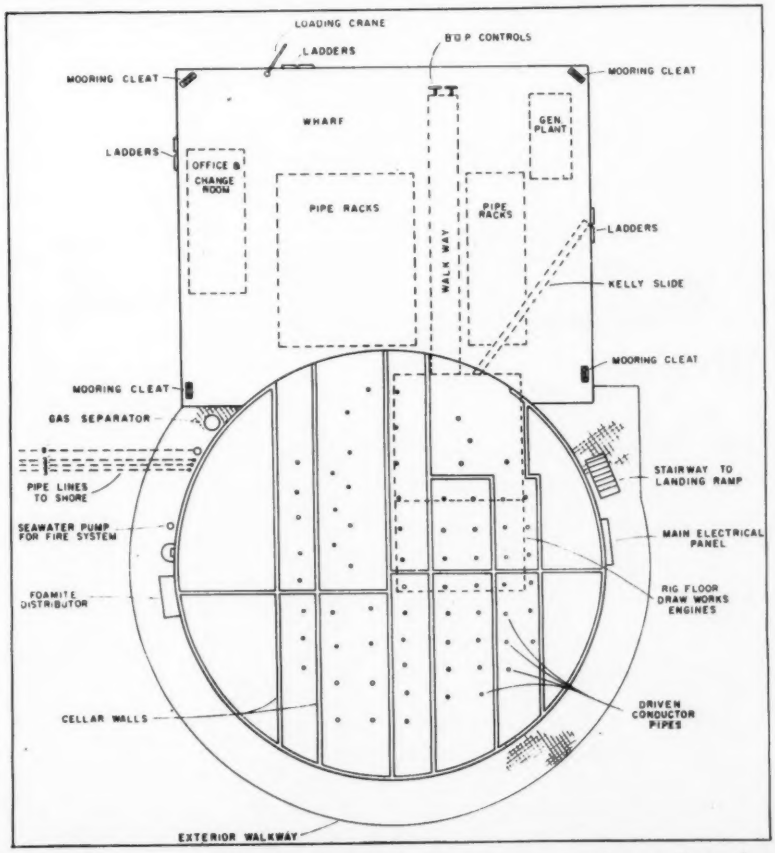
Additional gravel filling and grouting was then done around the original mud pit to further strengthen that area, then construction of the second level on the east side was begun about the time that drilling was resumed on the west side.

At the present time, the first well on the new level, No. 13, is being

(continued on page 16)



Schematic cross section, indicating original and present working decks.



Plan view of the California drilling island, showing very close well spacing.

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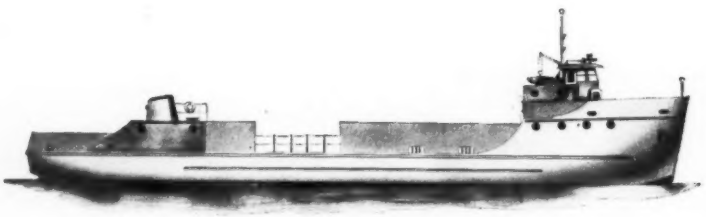

This artist's conception is representative of the quality and design and construction of our projected fleet of 138' Offshore Supply Vessels. The first vessel is currently under construction at Lockport Shipyard, Lockport, La., and is scheduled to go off the ways in May.

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(continued from page 15)

completed and the concrete work on the east side is nearly finished.

Special safety precautions . . . Because of the unavoidable congestion caused by the large number of wells proposed for the island, and the high concentration of value represented, unusual precautions are being taken to ensure safety for personnel and security for the property.

All cellars have either water tight doors opening out to a catwalk which encircles the portion of the island exposed to the ocean, or permanent openings out to the wharf.

Each cellar will be provided with a device to detect dangerous concentrations of inflammable gas, which will operate an alarm. All cellars will be piped for foam and fog fire extinguishers with permanent overhead nozzles. Other key points on the island and wharf will also be so piped. Each well and cellar will be provided with an automatic shut off device which will shut off each complete cellar, or all the island wells, in case of a rupture of a flow line. And all these controls will also be provided with manual operation.

Every precaution has been exercised to make sure that both people and property are protected to the utmost. The extended scope of operations has been meticulously planned so that all foreseeable hazards have been eliminated and the program of development can be carried on without in any way detracting from the scenic beauty or utility of adjacent beaches.

"Some people drill for oil—I have my own system."

After commissioning ceremonies in Orange, Texas, in mid-April, the drill tender CLAYTON G. DORN departed for Block 42 of the Eugene Island Area, to drill a wildcat for Forest Oil Corporation.

From cactus to wave crest

Llano Commiss ons Tender

Non-self-propelled vessel now on location for Forest Oil Corporation off Louisiana

ANOTHER drilling contractor from the dust-whipped plains of West Texas is now making hole on a pitching location in the Gulf of Mexico. Llano Drilling Company, with home offices in Midland, Texas, commissioned and put into service its new drill tender **Clayton G. Dorn** in mid-April, and dispatched the vessel to Block 42, Eugene Island Area, where it is now drilling for Forest Oil Corporation on a 12,500-foot contract.

The tender is named for Clayton Glenville Dorn, born in 1868, who was the moving spirit in the founding of Forest Oil Corporation. Mr. Dorn was a pioneer in developing scientific waterflooding in the Pennsylvania oilfields. He died in 1936.

Clayton G. Dorn, a non-self-propelled vessel, is similar in dimensions to the four tenders now operating for the CATC Group in the Gulf of Mexico. It was built by Levingston Shipbuilding Company in Orange, Texas, where a fifth CATC tender is under construction.

Llano Drilling Company's new tender is 260′ x 54′ x 16′3″ (moulded depth, at sides), and was built under the rigid inspection of the American Bureau of Shipping, United States Coast Guard, and to conform to the requirements of the United States Public Health Service.

Machinery . . . The engine drive group is an Oil Well Supply Division No. 1500 pump drive with three GM 71 series "quad" engines driving two 818P pumps. The vessel is also equipped with two Mis-

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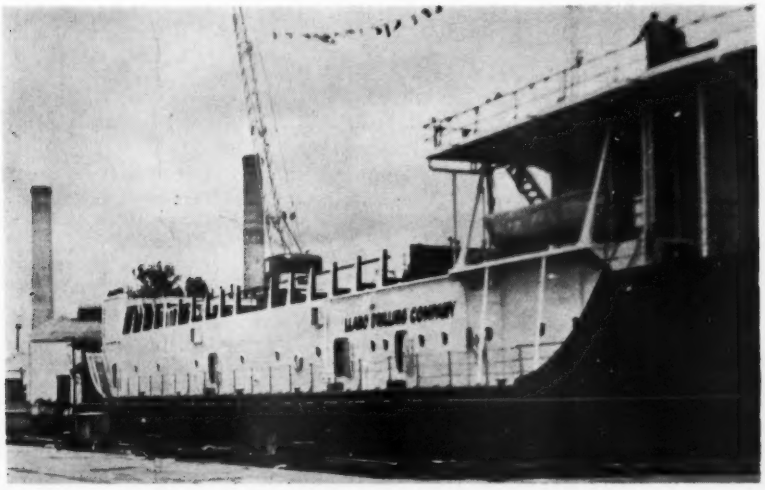
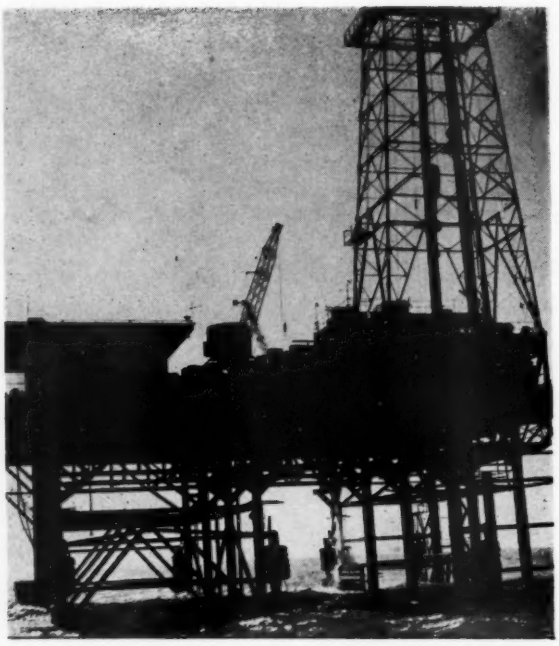


Llano's new drilling tender is similar to the four tenders being operated by the CATC Group. It measures 260′ x 54′ x 16′3″.

USE THIS CARD

Lorain crane on Llano Drilling Company's new drilling tender CLAYTON G. DORN.



Two Lorain offshore cranes on deck of self-contained drilling platform in the Gulf of Mexico.

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CRANES

LORAIN'S "Shear-Ball Mounting" is the perfect answer to offshore crane work. A Lorain crane on Llano Drilling Company's new drilling tender CLAYTON G. DORN, and two Lorain cranes on the mammoth self-contained drilling platform pictured above right, have greatly simplified lifting problems on both deep-water units. The machines are designed with power load lowering, hydraulic couplings, shear-ball mountings — plus many other features that make them ideal for offshore drilling programs.

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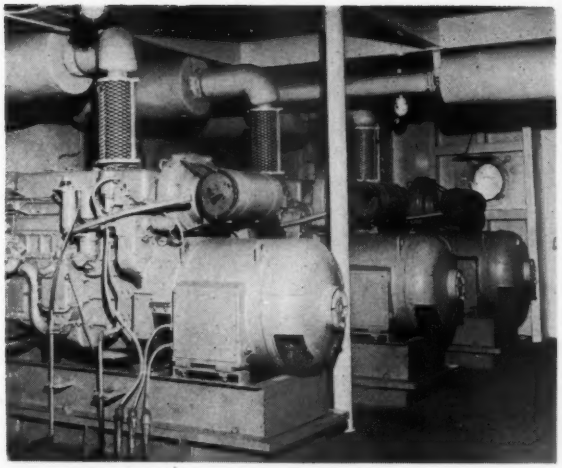
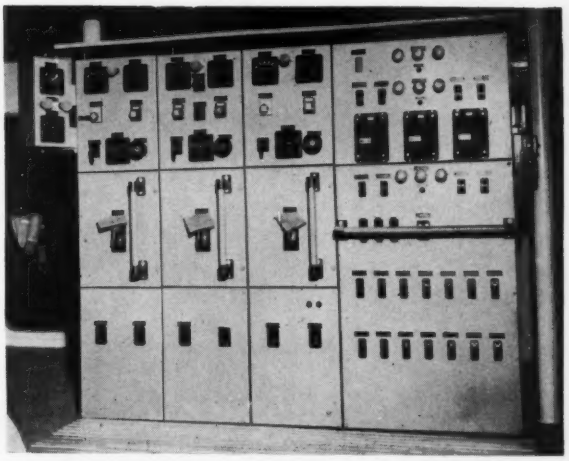


Three 100 kw Delco generators supplied by George Engine Company, of Harvey, Louisiana.



Main switchboard for power and lighting distribution, fabricated by McIntosh Electric of Beaumont, Texas.

(continued from page 17)

sion 6x8R pumps, and the sand pump is a Mission 3x4D-10.

Depth potential is in the 20,000-foot range.

A 70-foot, 30-ton Lorain revolving crane will handle pipe and supplies aboard the tender.

Mooring . . . The **Clayton G. Dorn** has seven mooring lines. Six are of 1½-inch wire rope and one 2-inch wire rope. Other mooring equipment includes two 1500-lb. anchors, electric-drive bow mooring winch, two electrically driven breast line mooring winches, and two electrically operated aft mooring winches.

Storage . . . The tender has two fresh water tanks, each with a 630-barrel capacity. Drilling water tanks hold 13,000 barrels and two potable water tanks hold 156 barrels each. A MECO Model PD300K water distillation unit aboard the tender has a minimum output of 7200 gallons daily.

Reserve mud pits will hold 1,538 barrels of drilling mud, and the active pits have a 554-barrel capacity.

Two fuel tanks provide storage for 402 barrels of fuel each.

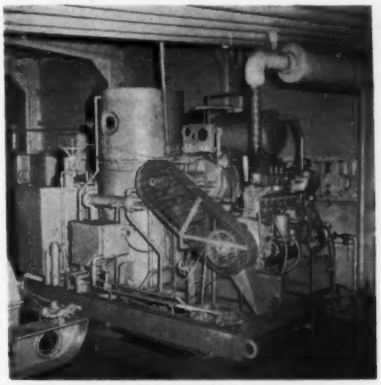
There are four bulk mud bins built-in on the main deck. Each has a 1,000 sack capacity. Two bulk cement bins on the main deck have a capacity of 1,100 sacks of cement. The bins are equipped with air slide conveyors.

Features . . . The **Clayton G. Dorn** has a 64′ x 54′ helicopter flight deck over the bow. Two 25-man lifeboats and other safety features are provided.

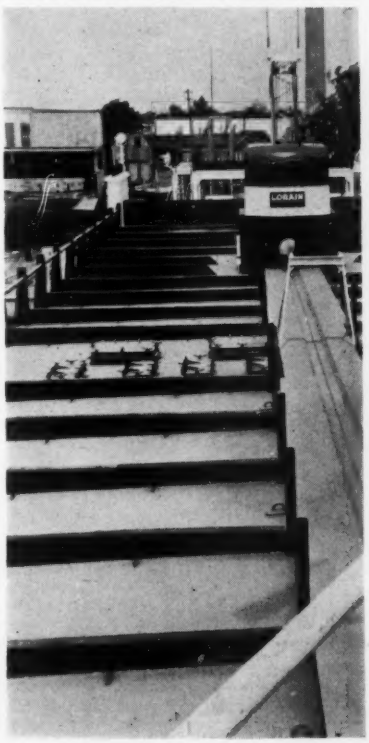
Quarters . . . Air-conditioned quarters are provided for 50 men, with each room equipped with a thermostat for temperature control.

Llano Drilling Company . . . Organized in 1951 by Richard B. and John C. Dorn, Llano Drilling Company is a wholly owned subsidiary of Forest Oil Corporation. The company has five rotary rigs for deep drilling in West Texas and New Mexico. President of the company is Jack D. Riggs, and other officers are Paul H. Meyer, vice-president, and Herbert V. Schulz, secretary-treasurer.

Llano's marine activities are directed from the company's district office in Morgan City, Louisiana. W. F. Crenshaw and M. C. LaGrone are offshore rig superintendents. Drilling tender engineers are C. K. Hafer and H. Blanchard.



MECO model PD300K distillation unit.



Left, one of two electric driven Markey mooring winches, located aft. Right, the 30-ton, 70-foot, revolving crane by Lorain, supplied by Head and Guild, Houston.

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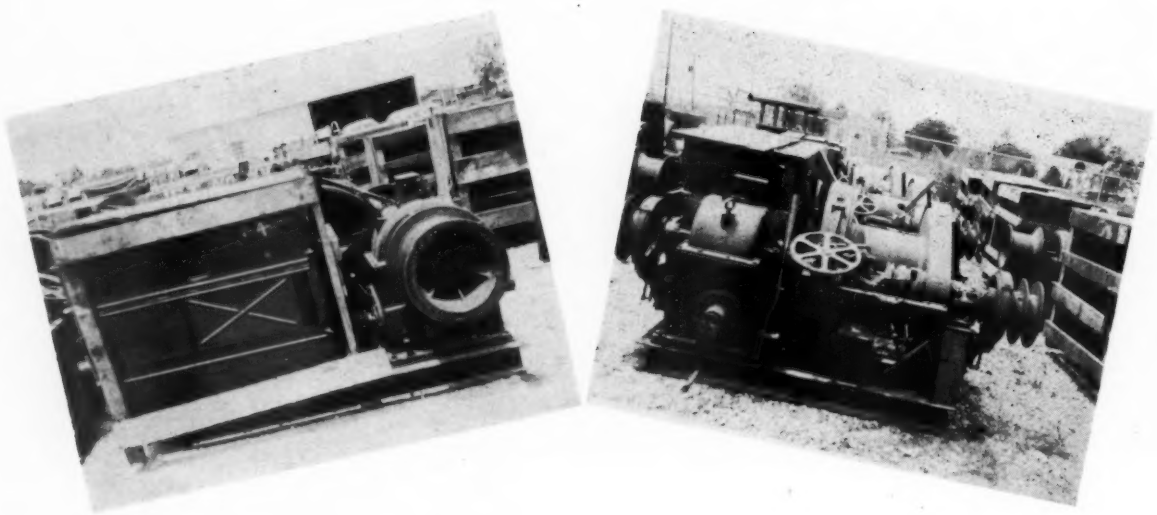

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Gunnery Ranges Tie Up 2.5 Million Acres

Armed Forces need "Air Space" over Gulf for pilot training ● **But, this nation must have petroleum reserves for defense**

LATE in March the Department of the Interior called a New Orleans meeting of representatives of the oil industry, Armed Forces, and Department of Defense. Interior wished to give the military a chance to see the problems of offshore oil operations; Interior also wanted to give the oil industry an insight into the needs of the military.

Following are excerpts from the minutes of that meeting. Triple periods indicate where material has been omitted for brevity.

(Captain John F. Greenslade called the meeting to order and asked Mr. Wilson, Department of Defense, to preside.)

Mr. Wilson: This meeting was originated by the Department of the Interior through the courtesy of the Oil Operators Committee . . . Decisions on what the military can do in changing the areas that have now been designated as restricted will not be made here today . . .

(M. B. Wilson is Chief, P&I, Department of Defense, Washington, D. C.)

Mr. Brumfield: . . . The size and number of areas that the Defense Department might be interested in obtaining is the first and most basic thing we need to know in order to evaluate the situation.

(J. B. Brumfield is with The California Co. in New Orleans)

Mr. Ceconi: An effort has been made to keep these areas to a minimum. This is a map of the areas which have been designated by the Department of Defense . . .

(Elmo J. Ceconi is Deputy Chief, Real Estate Division, USAF, Washington, D. C.)

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Mr. Ceconi: I would like to show the oil representatives the defense areas of the Outer Continental Shelf, Gulf Region, which presently are proposed. The Navy area near Corpus Christi (W-228), the area (W-223) near Matagorda Island used by the Air Force; W-377 is used by the Air Force out of Lake Charles and Alexandria, and the proposed expanded Navy area W-92.

Mr. Vorenkamp: Have these proposals been submitted after leases were sold to industry?

(E. R. Vorenkamp is with Shell Oil Company in New Orleans)

(Continued on Next Page)

An Offshore "No Man's Land"

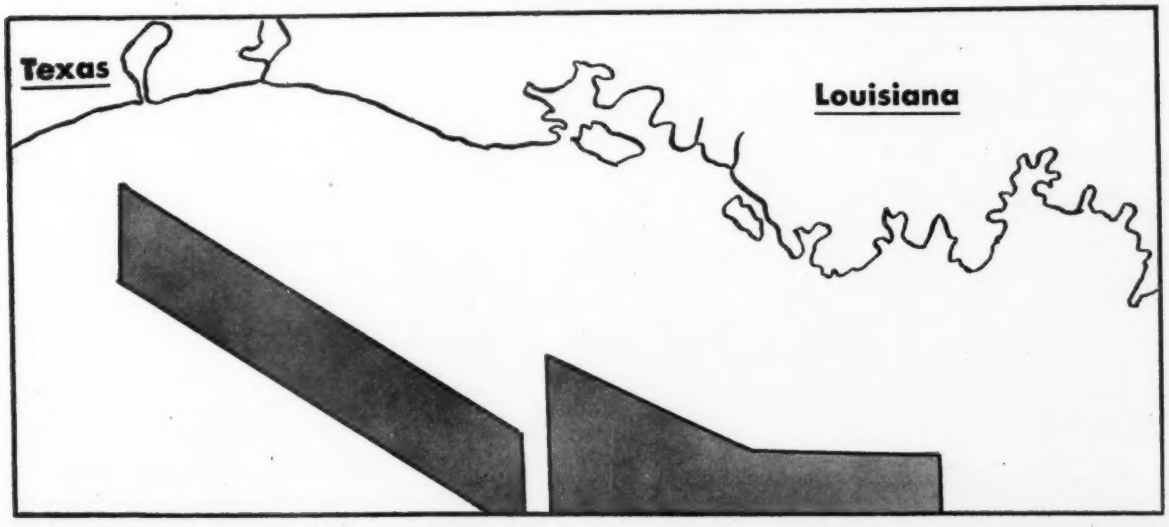
The story beginning on this page concerns an offshore "No Man's Land" in the Gulf of Mexico.

The Armed Forces needed overwater gunnery ranges within training distance of their Gulf Coast bases, so the Department of Defense designated areas for firing practice.

But the sites selected for gunnery ranges overlap on 2.5 million acres which the Department of the Interior had set aside for mineral leasing.

Oil companies have already leased about 55,000 acres beneath the gunnery ranges, and another 50,000 acres goes on the block May 15.

To exploit their holdings beneath the air-to-air gunnery ranges, oilmen would have to add ½-inch armor plate to their structures and craft.



Shaded areas, above, represent two of the four Armed Forces gunnery ranges which are impeding oil development in the Gulf of Mexico. Area W-377, left, is used by the Air Force out of Lake Charles and Alexandria, Louisiana. Area W-92, right, is for stepped-up Navy operations. Together, they cover 1.7 million acres blocked-in for mineral leasing. Two additional ranges off Texas involve about 780,000 acres, none of it leased at present.

(Continued from Preceding Page)

Mr. Parriott: When we received these proposals we compared them with leasing maps and 21 oil and gas leases were included in the proposed withdrawals.

(James D. Parriott Jr. is Associate Solicitor for the Department of the Interior, Washington, D. C.)

Mr. Vorenkamp: The leases were first purchased and then these areas overlapped?

Mr. Parriott: Yes!

● ● ●

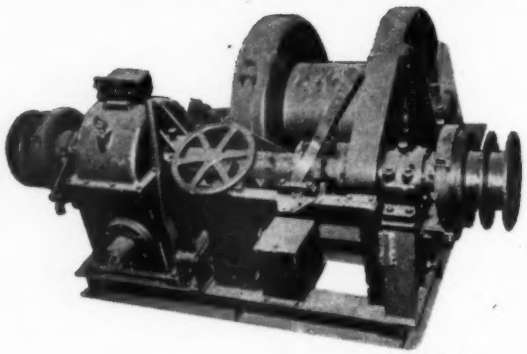
Mr. Ceconi: These areas were under consideration before the first lease sale in October, 1954.

Mr. Parriott: There is an additional portion of W-92 warning area that does not appear on that map. It extends beyond the 100-fathom line.

Mr. Brumfield: I can definitely say that areas beyond 100 fathoms would be the least objectionable as far as The California Company is concerned.

Mr. Ceconi: We are going to see if we can make any adjustment. We made adjustments to W-377 for the first sale. Can the industry make any adjustments?

NEW-UNUSED



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Mr. Brumfield: The necessity for air-to-air gunnery range W-377: Is there any time limit on its use or the use of W-92?

Major Thompson: W-377 has been moved twice and it is now blocked on the west by a controlled airway (CAA) to Houston. This airway cannot be violated. The bases at Alexandria and Lake Charles use W-377 as an air-to-air gunnery range or for emergency salvo operations. It is not used for bombing purposes.

(Major L. B. Thompson, USAF, is from Headquarters, USAF, Washington 25, D. C.)

Mr. Brumfield: Is there a possibility that the new extension to W-92 and other areas may be used for a specific time and then restored from the withdrawals?

Major Ruby: Our operations from England Air Base on W-377 for air-to-air gunnery are conducted at 20 to 30 thousand feet of altitude. We have to arm and refuel at the Lake Charles base to get the most out of our training. This still leaves a minimum of fuel for safety. If the range were to be moved out further, it would be impossible to utilize it with our present equipment.

(Major R. C. Ruby, USAF, is from England AF Base, Alexandria, La.)

● ● ●

Mr. Parriott: Is it possible to make turns and then return without utilizing the southern end of the range?

Major Thompson: The target ship is a jet and the firing planes are jets. The target ship takes a large arc to turn. By the time a rendezvous is completed and the target ship gets on course and several passes are made, we are at the end of the run as it now stands. . .

● ● ●

Mr. Parriott: The base at New Iberia is located between W-92 and W-377. I wonder if there is a possibility of joint use?

Unknown: The Navy range is in joint use at present.

Mr. Parriott: The fall-out pattern is going to require that much area?

Captain Greenslade: It may be a little while before the ranges are fully utilized. We will have a new base at New Iberia. It will be used for advance training for our Navy pilots that come out of Corpus Christi It will not be operational until 1959. This (W-92) will be also for air-to-air gunnery. . . .

(Captain John F. Greenslade, USN, is

in the office of the Chief of Naval Operations, Washington, D. C.)

Mr. Denzler: Returning for the moment to W-377. Major Thompson, you stated that you could not interfere with the CAA controlled airway . . .

(H. E. Denzler Jr. is with The California Co. in New Orleans)

Major Thompson: That matter is to be settled by the Regional Air Space Sub-Committee. This is the approach into Houston, which can probably be narrowed with our present navigational aids.

Mr. Solanas: Can you discuss the reasons for the location of the range? (W-377).

(D. W. Solanas is a petroleum engineer with the USGS, New Orleans)

Major Thompson: It has to be in this position in order to get the best utilization of the air range with our present aircraft.

Commander Fuller: (Referring to W-92) . . . The further we move these areas down into the Gulf the longer dead time and the less instructional period we have to give each student.

(Commander C. R. Fuller, USN, is from the Naval Air Station, Pensacola)

Mr. Brumfield: We realize your problems and have every desire to help with a solution. This impression that we are trying to get the Military further away from its operations is not intended. Geologically speaking, we are merely following what is already there . . .

Commander Caldwell: In 1954 we became crowded with the jets at Corpus Christi. We had to locate a new base. That new base called for a gunnery range area. This area offshore was the last space available for our use that didn't have limitations. That is one of the reasons why New Iberia was picked. New Iberia is strictly a gunnery base . . . We plan to use this in conjunction with our new base at Meridian. It is air-to-air gunnery, from 20 thousand feet upward.

(Commander J. H. Caldwell, USN, is on the staff of the Chief of Naval Air Advance Training, Naval Air Station, Corpus Christi)

Mr. Parriott: If you fire over the southern line, how far does the danger zone extend?

Major Thompson: It depends on speed. With a maximum angle of trajectory, projectiles could go out 20 miles.

Mr. Solanas: How soon do you fire after passing the north line?

Commander Caldwell: Theoretically, we would start firing at the line. We do not fire unless the area is clear of surface activity.

Mr. Vorenkamp: I think that we are a little bit confused. I think we should go back to the basic principle involved. We must realize that the Gulf Region offshore is one of our last big sources of oil for our country. These are our most potential oil fields. Anything that is hampering the Outer Continental Shelf is detrimental to our country . . . Therefore, if the Military considers, for the defense of our nation, that these areas should be eliminated, I think that the Department of the Interior should block this, and eliminate it from leasing. Otherwise, this is like a city selling you a piece of property to build a house and the city building inspector denying you a building permit.

Mr. Wilson: W-377 has been moved twice and it is now proposed to alter that to permit the oil industry to have access for exploration. We think it might be advis-

(continued on next page)

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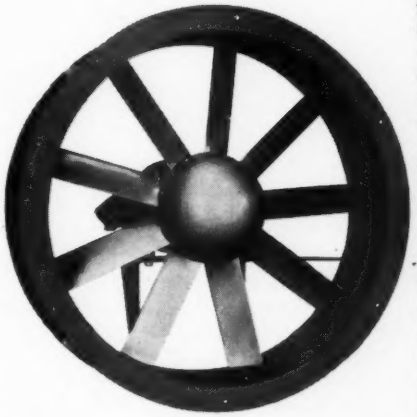

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". . . we have concluded that ½-inch armor plate would be the minimum adequate protecttion."

(continued from preceding page)

able to remove W-377 and the proposed W-92 from leasing until the other areas not affected by these withdrawals are completely explored. If that situation arises (exhaustion of unrestricted areas), we are probably three to five or ten years in the future. Then, it is possible that, with aircraft and missile development, withdrawals can be modified or eliminated within the 100-fathom line. I have the feeling that the money spent by oil companies in exploring these restricted areas would never have been spent had they known of our needs, or if the calls for nominations stated our areas.

Mr. Parriott: These areas were in the exploratory stage long before there was any mention of the present defense areas, not to mention the more recent proposed extensions. Before the passage of Public Law 212, similar bills were passed by Congress twice and vetoed beofre the law was passed. Nothing was mentioned about air space reserves, to my knowledge, at any of the congressional hearings, but Congress repeatedly stressed the need for oil reserves and Defense testified only to that need. The fact that this matter was not brought before Congress or members of the executive branches of the Government is most unfortunate. In the fall of 1954, we discovered this situation and at that time the 1954 oil and gas lease sale had been advertised. We placed the problem before the air space committee and the boundaries of both W-92 and W-377 were altered to accommodate the sale. The map of extensions was prepared in May of 1955, about the time we advertised our second sale. In July of 1955, the day before the sale, our Bureau of Land Management people had conversations with Mr. Wilson on the subject, but the new proposals were not mentioned. Our first notice of the extensions was after the last sale and after leases had been issued. This notice came from the Bureau of the Budget. I think exploration is continuing in all of these proposed areas. Blocking off an area deserves serious consideration. The Secretary of the Interior was given, by Congress, the administrative jurisdiction over the lands of the Outer Continental Shelf . . .

Major Thompson: Until such time as all other areas are fully explored these defense areas should be excluded from exploration. In regard to national emergency, we are on a 24-hour alert. In fact we are training new people to come into the service and if we are not ready to defend the nation at any moment, when and if a war does come we won't have any use for the oil.

Mr. Brumfield: This is just an offhand observation, but the defense machine is also useless without an adequate supply of oil. The 100-fathom line comes in very close to the mouth of the pass of the Mississippi River and the area beyond seems to be more accessible than the designated ranges.

Commander Caldwell: work either way, you run into the Mobile and Pensacola areas.

Mr. Brumfield: There is a lot of land in Jefferson and Lafourche Parishes within 25 miles of that area that might be available for a base.

Commander Caldwell: Air saturation enters into the picture and the plans for New Iberia were well considered from all angles.

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Mr. Ceconi: In connection with present and contemplated operations, this idea of joint use by industry and the military suggests a protective covering for the rigs and platforms.

Mr. Brumfield: Have you any figures on the thickness of plate necessary to provide protection against your weapons?

Unknown: We have done some research on the question of what kind of covering would be needed and we have concluded that ½-inch armor plate would be the minimum adequate protection.

Captain Eckberg: The weight of that would be tremendous and the construction of any supporting structure would have to be altered. *(Captain W. Eckberg, USN, is District Civil Engineer at Algiers, La., Naval Station)*

Mr. Vorenkamp: Armor plate is so heavy and so expensive that I would estimate such a covering would double the cost of any structure you gentlemen have seen.

Mr. Groom: In this connection, Mr. Brumfield, I do not think you could get some of your employees to work under a so-called protective covering, no matter how thick or how well-placed it might be. *(S. M. Groom Jr. is manager of the Outer Continental Shelf Office, New Orleans)*

Mr. Parriott: Any protective covering would be far in the future.

Mr. Brumfield: I thing a protectice covering would have to cover the entire drilling structure. In addition, we have the servicing vessels to protect. In any of these oil fields, there is the regular job of going back and working over wells to restore full productivity. In each case, we must have men to perform the work.

Mr. Groom: I would like to also point out that the areas closer to shore are not free from restriction either. The Corps of Engineers has designated fairways and anchorage areas which must be observed . . .

Mr. Wilson: The question arose about New Iberia as a new base. This extension to W-92 is proposed for its use. The present W-92 is now being utilized by the New Orleans Base. It is now three to four years until that new area would actually be required. As far as W-377 is concerned, the change in weapons may change the character in use on that area or even W-92. Public Law 212 states that the Secretary of Defense, with the approval of the President, may designate National Defense areas which may be restricted from operation. The first phase of the New Iberia Base may only require a portion of this area. The changes of weapons may also necessitate changes in use of areas, so that even though an area is designated, there is still the possibility of joint use.

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Mr. Frederick: (Observation about exploration off Florida). May I suggest that you should not put off for too long any designation of new areas because industry expects to explore, and it must have long range plans also. *(N. O. Frederick is Deputy Oil & Gas Supervisor, USGS, New Orleans)*

Washington, D.C.

U.S. Navy Says It Won't Enter The Oil Busness

The Department of the Navy has assured oilmen that it does not plan to enter the oil business.

Criticism of the Navy's plans to put down a core hole and a wildcat on San Nicolas Island, 60 miles off the California coast, had come from

the Oil Producers Agency of California and the Western Oil & Gas Association. The Oil Producers termed the project an invasion of private rights and an unjustified spending of tax money. (Initial appropriation would be $529,000) Western Oil & Gas Association suggested the island be developed under the Mineral Leasing Act.

In 1948 the U.S. Congress ordered the Navy to find new reserves, and the Department says it does not intend to put any oil it might find into immediate production.

Alaska

Proposed Bill Authorizes Exploration of Tidelands

A bill which would make possible tidelands exploration in Alaska is being studied by a Senate committee, but there is little chance of its passing this year, according to B. Frank Heitzleman, governor of Alaska.

The bill would give the Secretary of the Interior the right to lease lands beneath the continental shelf to three miles off Alaska as well as underneath navigable streams. Other provisions:

1) A maximum acreage for wildcat exploration could be fixed.

2) Leases on known structures would be limited to 640 acres.

Previously, in 1953, Alaskans had sought to get the offshore acreage turned over to local government.

As a territory, Alaska has not held title to submerged acres.

California

High Court Asked To Say Tidelands "Public Lands"

Forty applicants for California offshore leases have asked the U.S. Supreme Court to declare the state's marginal belt "public lands." Such a declaration would make the lands subject to leasing under the Mineral Leasing Act.

Since 1938 the Department of the Interior has turned down 50 applications by the petitioners, claiming that the act does not apply to submerged lands under the marginal sea. Interior's contention has been supported by both the District of Columbia Federal Court and the Circuit Court of Appeals.

Redondo Beach Directional Test Makess 172 Barrels

Signal Oil & Gas Company, Reserve Oil & Gas Company, and Artnell Oil & Gas Company have finaled a directional well offshore from Redondo Beach for a daily flow of 172 barrels of 26 gravity crude from 2,-850-3,098 feet.

The test is on a lease which extends three miles out to sea and 4,000 feet along the beach. As many as five other tests may be drilled in the lease.

Florida

Florida Outer Shelf Open, But Don't Scare The Fish

An order not to scare the fish is part of regulations for geological and geophysical exploration of the Outer Continental Shelf off the west coast of Florida. The Florida shelf has just recently been opened for oil exploration by the Department of the Interior.

The U.S. Geological Survey's regional oil and gas supervisor will approve and designate areas for exploration, and permits must also be received from the Corps of Engineers, U.S. Army.

Regulations to protect aquatic life have been adopted by Interior from those of the Florida State Board of Conservation, and the USGS supervisor may accept state assistance in enforcing the rules.

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Louisiana

Twilight Tract Gets A Bid

Texaco bids $6.1 million for a South Timbalier block, spends more than $10 million in the area

A 3,750-acre offshore tract brought the State of Louisiana $6,165,000 in an April 18 lease sale, while the high bid on a disputed 2,500-acre tract in a different area was only $50,900.

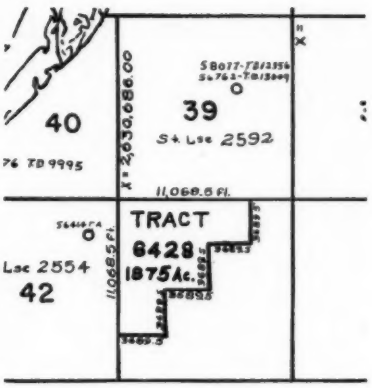
The State Mineral Board sale brought in $13,100,245.57. Of this, $10,697,477.25 went for 21,386.10 offshore acres.

The Texas Company offered $6-million-plus for a portion of Block 11 in the South Timbalier Area off Terrebonne Parish. Block 11 adjoins, on the southeast, Block 121, which was leased to Stanolind Oil & Gas Company and Placid Oil Company in late 1955 for more than $10 million—the record high for any offshore lease.

Texaco paid a total of $10,545,577.25 for 9,361.10 acres it leased in four tracts in the South Timbalier Area. All adjoin and are in the vicinity of the Caillou Island and Lake Pelto fields.

Tract	Area	Block	Part	Acres	Sold to	For
6428	South Pass	43	Portion	1,875	Shell-Calif. Co.	$ 101,000
6475	South Timbalier	14	All	1,225	Texas Co.	64,577.25
6476	South Timbalier	18	N½	2,500	No Bids	
6477	South Timbalier	17	N½	2,500	Texas Co.	1,660,000
6478	South Timbalier	16	N½	1,886.1	Texas Co.	2,656,000
6479	South Timbalier	11	Portion	3,750	Texas Co.	6,165,000
6480	West Cameron	50	Portion	2,600	Withdrawn	
6481	Vermilion	40	Portion	2,550	All bids rejected	
6482	East Cameron	39	W½	2,500	Anderson-Prichard Oil Corp.	50,900

The California Company is currently studying the results of seismic exploration done in Florida over the past six months, as well as doing field geophysical work. Calco has an option to obtain 4.5 million acres, shaded areas, from Coastal Petroleum Company. The leases include Lake Okeechobee and other inland water bottoms. Dashed line, left, shows the 100-foot line.



Tract in the South Pass Area

Low bid of the sale was $50,900 offered as a bonus for the west half of Block 39, East Cameron Area, by Anderson-Prichard Oil Corporation. The same tract, which is in the disputed ownership area, is to be offered for lease by the Department of the Interior in a sale May 15.

The Mineral Board rejected all bids on another disputed zone tract —a portion of Block 40, Vermilion Area. The federal government claims all or part of four other tracts leased in the sale.

Just one another offshore tract was leased. Shell Oil Company and The California Company jointly bid $101,000 for a portion of Block 43 of the South Pass Area.

Block 50 of the West Cameron Area, which falls in an area disputed by the State of Texas, was withdrawn.

State Asks U.S. Not Sell 104 Tracts Off Louisiana

Louisiana's State Mineral Board has asked the U.S. Department of the Interior to refrain from offering 104 of the 152 tracts off Louisiana scheduled for leasing May 15.

The board stated that the tracts are within the 10.5-mile boundary Louisiana claims in the Gulf of Mexico.

Bidders on disputed acreage may face legal action, the board warned. It listed tracts offered in the May 15 sale which it says Louisiana owns.

Also in the ownership dispute, the U.S. Supreme Court in mid-April granted Louisiana an additional 60 days to prepare its case. The state had asked the extension on the grounds it changes administrations May 15. Governor-elect Earl Long, who has not yet selected a new mineral board for his term, said after the April 18 state sale that he would advise against offering "such big batches for leasing at one time."

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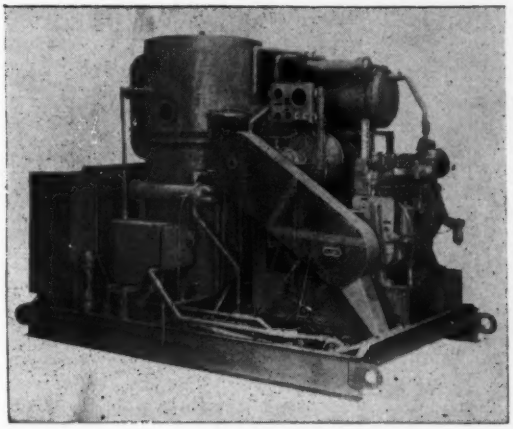

MECO 300-GPH unit, as pictured above, is installed on the "CLAYTON G. DORN."

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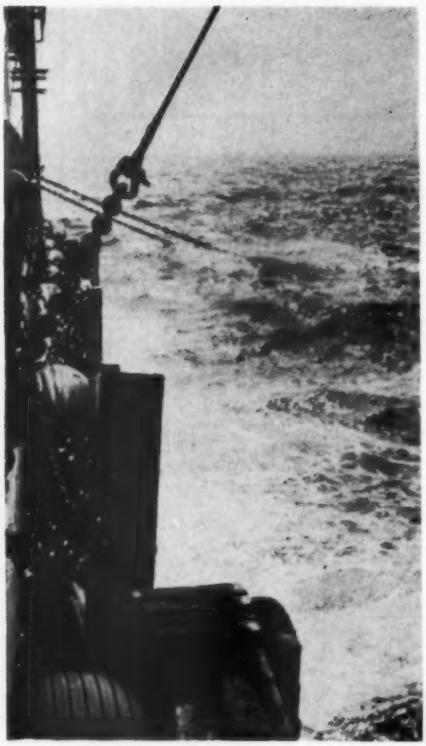


Visit to a

Drilling Tender

Gulf Refining Company's MV EAGLE has unusual material handling system, is one of the most modern tenders afloat

By ARTHUR I. COYLE
Technical Editor

THE 75-mile trip from Leeville, Louisiana, to the Ship Shoal Area Block 154 field can be made in seven to nine hours by boat or one and a half hours by helicopter. For variety's sake, this reporter rode out in a boat with a drilling crew, then boarded a 'copter for the return trip.

Gulf Refining Company's crewboat **Willow** left dockside in Leeville at 6 p.m. After a nine-hour boat ride, we arrived aboard the company's drilling tender **MV Eagle** at 3 a.m. Easter Morning. The **Eagle** is on location in Block 150 with Penrod Drilling Company's Rig 10. In Block 130, Gulf's drilling tender **MV Pelican** is on location with a Salt Dome Production Company rig; and Salt Dome has a rig on the company's self-contained "C" platform in Block 154. Both rigs were easily visible from the **Eagle** at sunrise.

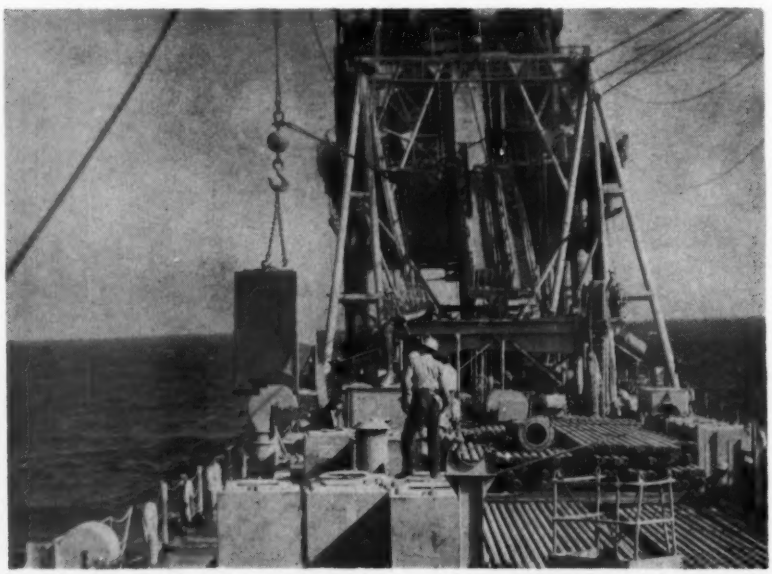
MV Eagle . . . Gulf Refining Company's drilling tender **Eagle** is a converted LST with a length overall of 316 feet, and a beam of 50 feet. It has a maximum dead weight of 3,594 tons, and is one of only two self-propelled drilling tenders operating in the Gulf of Mexico.

The tender provides storage for 2,889.5 barrels of diesel oil, 11,692.1 barrels of drilling water, 1,060 barrels of potable water, 91 barrels of lubricating oil, 100 barrels of liquid caustic soda, 1,924 barrels of drilling mud, and miscellaneous tank storage for 134 barrels.

On the forward end of the tender are two hopper-type bulk cement tanks of 1,187 sacks capacity each. Two hopper-type bulk barites tanks of 2,549 sacks capacity each are located near the middle of the tender, one on each side.

Gulf Refining Company's drilling platform supporting Penrod's Rig 10 stands in 60 feet of water, with the drilling deck towering 46 feet above the waves. The **Eagle** is connected to the platform by the "widow maker," a 20-ton ramp containing the pipe chute and stairway. The tender is headed into normal seas which usually run easterly. Two heavy anchor chains on each side of the bow and stern are serviced by two giant chain winches. The tender can be maneuvered into changing seas with the anchor chain winches. Ninety-foot hoses between tender and platform give greater flexibility to operations in rough weather. Two mud lines along with 14 other lines including fuel, air, and water are installed between tender and platform.

Stormy weather . . . Platform and tender can stay attached in 12-foot seas, and drilling can continue several days without tender service. To make this possible, storage for 100 barrels of fresh water, 50 barrels of



Bulk mud can is lifted by tramway used to handle materials on board the MV EAGLE. Two wire cables serve as "rails," running from vertical supports near bridge to chute connecting platform and tender.

At Sea

MV EAGLE on location for Gulf Refining Company in Block 150, Ship Shoal Area Block 154 field, 35 miles off Terrebonne Parish and 65 miles south of Morgan City, Louisiana.

diesel fuel, and food for the drilling crew are available on the platform. On the first deck of the platform are two 100-barrel mud circulating tanks.

Personnel . . . The Penrod drilling crew consists of two drillers, 12 crewmen and 10 roustabouts, as well as a mechanic and welder on 24-hour call. Manning the **Eagle** are 14 men. There are 15 men in the galley department.

Toolpushers for Penrod on Rig 10 are Gus E. Howell and M. N. Henigan. Captain Vance is expeditor for Penrod at the Leeville base. Gulf toolpusher on the **Eagle** is R. V. Mercer.

Gulf Refiining Company administrative personnel at Leeville include Warren Bourgeois, senior tool-

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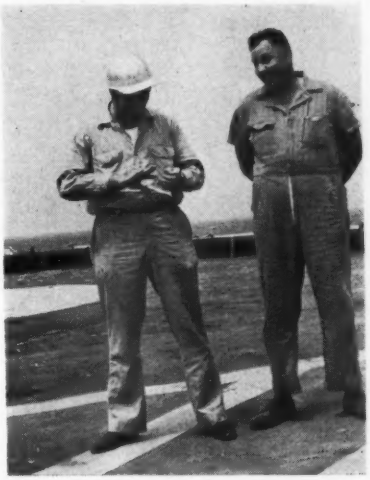
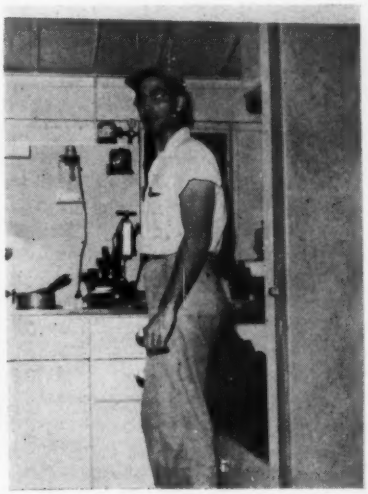
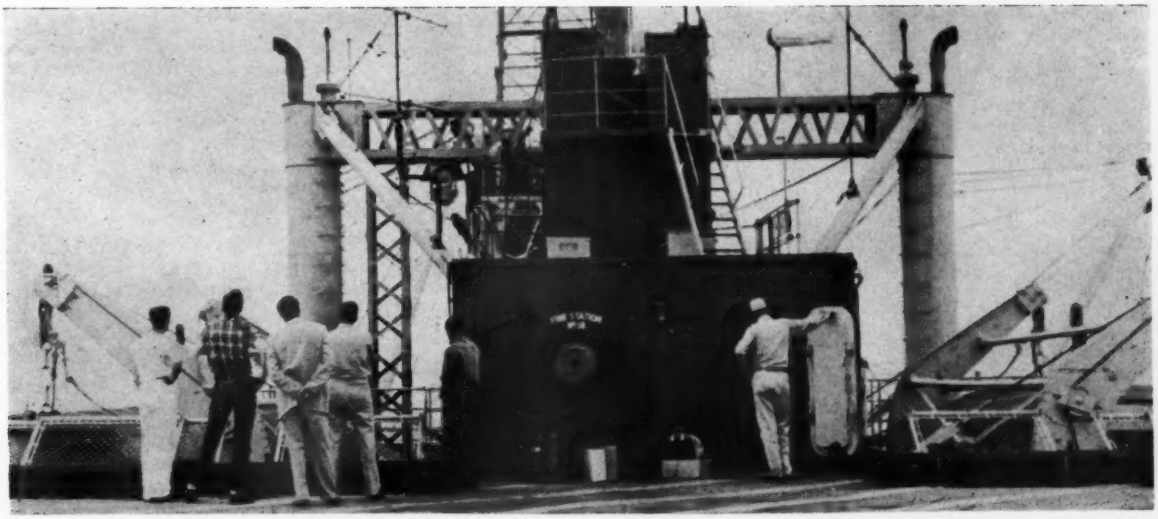


Gulf's E. W. "Bubba" Rinehart and Penrod's Gus Howell talk things over on deck of the EAGLE.



Gulf Refining Company Paleontologist Charles Aves.



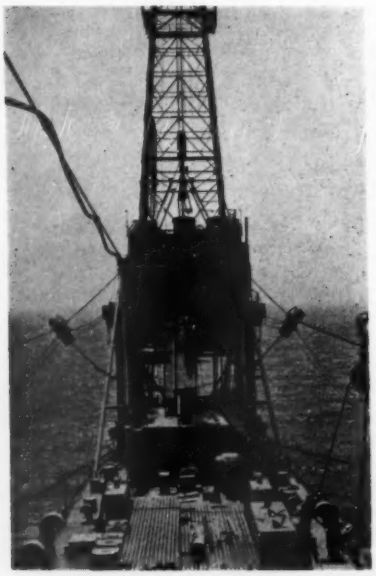
Crew members watching for helicopter that will take them ashore.

Captain J. S. Farrell and First Mate V. H. Anderson of the drilling tender MV EAGLE.

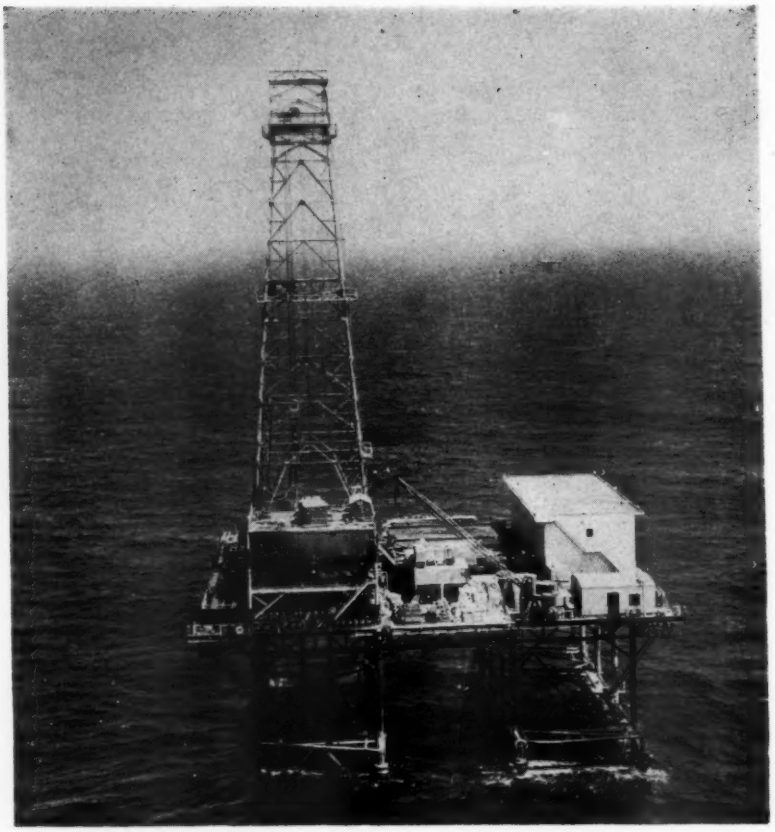
(continued from preceeding page)
pusher, and Ray Gross, drilling engineer.

On the Gulf Refining Company self-contained platform in Block 154, C. D. Johnston is toolpusher for Gulf. Gulf toolpusher on the **Pelican** is E. W. "Bubba" Rinehart.

Offshore program . . . Gulf's offshore program is headed by L. H. Moore, division production manager, in Houston, Texas. O. W. Crisman is zone superintendent in charge of Louisiana operations, with offices in Morgan City. Assisting Crisman are V. D. Stone, zone drilling engineer, and H. C. Morgan, drilling engineer.



Looking toward the platform. Note rolling blocks of aerial tramway, used to transfer pipe to the chute.



Gulf Refining Company's self-contained "C" platform in Block 154 of the Ship Shoal Area Block 154 field. The platform has a six-well derrick. Salt Dome Production Company, of Houston, is drilling contractor on the job. In the distance, right, can be seen discovery platform "B."

Gulf Refining Company's
Ship Shoal Block 154 Field

SEVENTY-FIVE crewboat miles from Leeville, Louisiana, Gulf Refining Company drilling crews are going full tilt developing the promising Block 154 Field, Ship Shoal Area.

On location in the field are the tenders **MV Eagle** and **MV Pelican** as well as a self-contained platform and a production platform.

Gulf Refining Company's almost new Leeville offshore base is in Lafourche Parish, 67 miles southeast of Morgan City, where Gulf opened an offshore office last October. The Block 154 field lies about 65 miles south of Morgan City.

Block 154 field . . . Gulf Refining Company's No. 2-B OCS 0420, Block 154, opened the field in mid-1955. The discovery potentialed for a daily flow of 595 barrels of oil, and was the first Gulf producer on the submerged federal lease. Production was through a ¼-inch choke and perforations between 6,196-222 feet.

The No. 3-B OCSL 0420, also in Block 154, opened the field's second and third pays. The well made 180 barrels of oil daily through a 12/64-inch choke and perforations between 6,322-35 feet, and 202 barrels daily through a 9/64-inch choke and perforations between 6,525-40 feet.

First gas strike was the No. 4-B OCS 0420, which was dually completed from the 6,200-foot pay. Gas flow was at the rate of 1.5 million cubic feet daily through a 7/64-inch choke and perforations between 6,639-50 feet.

At present the field, which produces from a piercement-type salt dome, has seven oil wells in five pays and three gas wells in two pays. There are three dry holes.

Mobile Units And Tenders

Gulf Coast Area

Mobile Rigs

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	To 20′	Drilling in Block 84 West Delta Area for CATC
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½′ x 140′ pontoons	Rig 44	To 40′	Block 66, Vermilion Area, for Pure
Kerr-McGee Oil Ind., Inc. 142′ x 69′ x 13′ 6″, with two 10′ x 11′ x 146′ pontoons	Rig 45	30-35′	Drilling in Block 47, Main Pass Area, for Kerr-McGee, Union of California
Ocean Drilling & Exploration Company Hayward-Laborde Design, 14′ x 74′ x 220′, with 10′ x 30′ x 50′ pontoons (2)	"Mr. Charlie"	40′	Drilling for Shell, Block 27, South Pass Area
The Offshore Company DeLong Design, 8½′ x 70′ x 203′ with 12 6′ dia. caissons	Mobile Unit No. 51		Leased to Humble, at Grand Isle
The Offshore Company DeLong Design, 13½′ x 117′ x 220′, with 14 6′ dia. caissons	Mobile Unit No. 52	58′	Drilling for Phillips
The Offshore Company DeLong design, 12′ x 74′ x 200′, with four 6′ dia. caissons and four DeLongj acks	Mobile Unit No. 53	26′	Drilling for Humble Oil & Refining Co.
American Tidelands, Inc. Alexander Shipyard Design, 12′ x 74′ x 200′ with four pontoons	"101"		Drilling in Block 77, Eugene Island Area for Humble
C. G. Glasscock Drilling Co. Bethlehem Design, 15′ x 80′ x 225′	"Mr. Gus"		In Bethlehem Shipyard being repaired for Shell test, Block A-104 High Island
C. G. Glasscock Drilling Co. Bethlehem design, deck 258′ x 104′, pad 200′ x 180′ with four 10′ dia. columns	Unnamed Rig 12	To 125′	Being built by Bethlehem at Beaumont
Ocean Drilling & Exploration Company Hayward-Laborde Design 10′ x 120′ x 180′	"John Hayward"	22′	Drilling for Self, Block 67 Ship Shoal Area
Southeastern Drilling Co. Friede & Goldman design 11′ x 90′ x 156′ with four pontoons	Rig 22, Barge 8		Under construction at Avondale Marine Ways, Inc. of New Orleans
Zapata Off-Shore Company LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs.	"Scorpion"	43′	Drilling for Standard of Texas, Block 932 Mustang Island Area
The California Company 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons.	S-44		West Delta, The Offshore Co., contractor
The California Company 11′ x 90′ x 156′, with four 3′ x 10′ x 35′ pontoons	S-45		Being Constructed
The California Company 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Main Pass Area, Noble Drilling Co., contractor
Penrod Drilling Company California Company design. 150′ x 190′	Unnamed	To 70′	Being built by Bethlehem Shipyard, Beaumont

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Delta Offshore Drilling Co. Friede & Goldman design, 156′ x 90′	Unnamed	To 25′	To be built by Avondale Marine Ways, New Orleans
Coral Drilling Company Friede & Goldman design, 180′ x 151′ x 12′ with four pontoons	"Mr. Arthur"	To 67′	To be built by Alabama Dry Dock, Mobile, by fall, 1956
Kerr-McGee Oil Ind., Inc. Design not reported.	Rig 46	To 70′	Being built by Ingalls Shipbuilding, Pascagoula, Miss.
Kerr-McGee Oil Ind., Inc. Design not reported.	Rig 47	To 70′	Being built by American Bridge, Orange, Tex.
John W. Mecom floating drydock, 220′ x 78′ x 48′	Not announced		Being built by Levingston at Orange, to be completed early this year.
Placid Oil Co. twin submersible hulls, each 72′ x 178′	Unnamed	To 100′	Being built by Levingston at Orange.
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers.	Mobile Unit No. 54	To 100′	Being built by American Bridge, USS, Orange, Tex.
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers.	Mobile Unit No. 55	To 100′	Being built by American Bridge, USS, Orange, Tex.
Penrod Drilling Company Penrod design 185′ x 50′	Unannounced	To 18′	Being built by Levingston at Orange
Penrod Drilling Company Penrod design 185′ x 50′	Unannounced	To 18′	Being built by Levingston at Orange
Ocean Drilling & Exploration Company ODECO design 200′ x 300′ x 93′	"Margaret"	To 65′	Under construction at Alabama Drydock Co., Mobile. To be delivered October, 1956
Ocean Drilling & Exploration Company 120′ x 180′ x 10′	"St. Louis"	To 30′	Under construction at Alexander Shipyard, New Orleans. To be delivered July, 1956
Louisiana Offshore Drilling Company Friede & Goldman design, 180′ x 151′ x 12′	Not announced	To 65′	To be built by Ingalls

Drilling Tenders

Owner	Name	Water Depth	Present Status
CATC **Continental Oil Company**	"J. C. Craig"	50′	Block 45, B-1, West Delta Area.
Atlantic Refining Company **Tide Water Assoc. Oil Co.** **Cities Service Production Company** New tender, 260′ x 54′			
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	72′	Block 60, Well A-1, West Delta
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"	50′	West Delta, Block 30, Well A-3
Same Companies as above New tender, 260′ x 54′	"Jack Cleverley"		Block 48, West Delta, Well A-1
Same Companies As Above New tender, 260′ x 54′	Unnamed		To be built by Levingston Shipbuilding Co., Orange, by July, 1956
The California Company Converted LST, 328′ x 50′	S-21	42′	West Delta, Louisiana, Noble Drilling Co.
The California Company Converted LST, 328′ x 50′	S-22	40′	West Delta, Louisiana, Loffland Bros. Rig.
The California Company Converted LST, 328′ x 50′	S-23	24′	Main Pass, Louisiana, Noble Drilling Co.

The California Company LST, 328′ x 50′	S-24	50′	West Delta, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-25	25′	Main Pass, Louisiana, Loffland Bros. Rig.
The California Company LST, 328′ x 50′	S-26	38′	West Delta, Louisiana, Loffland Bros. rig.
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	60′	Block 150 Ship Shoal Area
Gulf Oil Corporation New tender, 272′ x 60′	"Pelican"	45′	Block 130 Ship Shoal Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1	57′	South Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2	60-65′	South Timbalier
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3	35-45′	Camanada Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8	35-45′	Pelican Island
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I" Rig 16	43′	Drilling for Standard of Texas at Aransas Pass with Rig 16
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	"Kermac II" Rig 43		Drilling at Pure's Block 42, Vermilion Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Frank Phillips Rig 39		Drilling in Block 30, West Delta Area, for Humble.
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams" Rig 48	27′	Bay Marchand, Block 4
MCN GROUP:			
Magnolia Petroleum Co.			
Continental Oil Co.			
Newmont Oil Co. Converted YF	MDT-1	18′	Block 88, Eugene Island Block 110 Field
MCN Group Converted YF	MDT-2	41′	Well G-4, Eugene Island Block 126 Field, Block 126
MCN Group Converted YF	MDT-3	35′	Block 93, Ship Shoal Block 113 Field, Well B-2.
MCN Group Converted YF	MDT-4	52′	Block 113, Ship Shoal Block 113 Field, Well A-4
MCN Group Converted YF	MDT-5	25′	Well E-3, Block 71, Ship Shoal Block 72 Field
MCN Group Converted YF	MDT-6	36′	Block 119, Eugene Island, Block 126 Field, Well I-5
MCN Group Converted YF	MDT-7	19′	Block 55, Ship Shoal Area, Well A-1, wildcat.
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"	40′	Block 39 Field, D-1, Vermilion Area.
Zapata Off-Shore Company, Converted YF, 260′ x 48′	"Nola No. 1"		Drilling for CATC, Block 83, East Cameron Area.
Llano Drilling Company New tender, 260′ x 54′	"Clayton G. Dorn"	20′	Block 42, Eugene Island, for Forest Oil Corp.
Union of California Converted LST, 328′ x 50′. Chartered from Stanolind	"Stanolind 50"		Block 26 Vermilion Area, Loffland Bros., contractor
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	Kermac III		Being constructed by Equitable Equipment Co., Madisonville, Louisiana
Reading & Bates, Inc., Offshore Drilling Company	"J. W. Bates"		To be built by Levingston, expected in June, 1956.
Reading & Bates Offshore Drilling Company	"George M. Reading"		Being built by Levingston, expected in October
The Murmanill Corp. Converted tanker, 306′ x 48′	"Murmanill I"		Being converted by Bloodworth Shipyard, Inc., Houston

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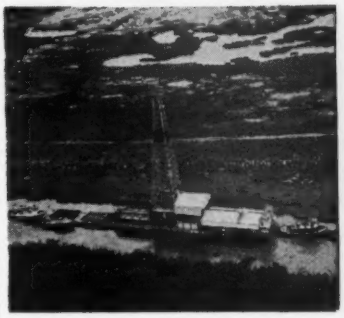

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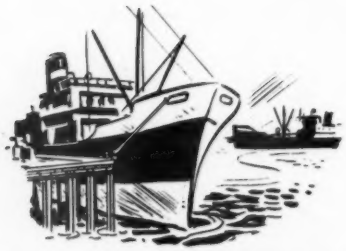

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Company	Description	Year Built	Location	Depth of Water
CATC	220′ x 106′	1955	Block 47 Grand Isle, La.	95′
Continental Oil Co.				
Atlantic Refining Co.				
Tidewater Assoc. Oil Co.				
Cities Service Production Co.				
Same companies as above	110′ x 146′	1956	Block 43 Grand Isle	112′
Same companies as above	110′ x 146′ (To be installed)	1956	Block 40 Grand Isle	82′
Same companies as above	110′ x 146′ (To be installed)	1956	Block 59 West Delta	56′
Pure Oil Co.	100′ x 42′, with 80′ x 67′6″ pipe rack (Being installed)	1956	Block 32 Eugene Island Area, Well F-1. Loffland rig	10′
Humble Oil & Refg. Co.	110′ x 206′	1947	Block 18 Grand Isle, La.	50′
Magnolia Petroleum Co.	75′ x 398′	1954	State Tract 10, S.W. of Sabine Pass, Texas	30′
Magnolia Petroleum Co. (Southeastern Drilling Corp., Contractor)	52′ x 182′ and 55′ x 109′		Block 128, Eugene Island Block 128 Field, Well A-2	52′
Magnolia Petroleum Co.	54′ x 205′	1955	Block 119 Eugene Island Area, Well K-4	38′
Magnolia Petroleum Co. (Southeastern Drilling, contractor)	54′ x 205′	1955	Block 119, Eugene Island Area, Well J-2	37′
Phillips Petroleum Co.	85′ x 140′	1955	Block 184, Eugene Island area, company tools	
Phillips Petroleum Co.	88′9″ x 140′	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor.	
Phillips Petroleum Co.	88′4″ x 140′	1956	Block 172 Eugene Island Area. Big Chief Drilling Company, Contractor	
Shell Oil Company	82′ x 197′	1955	Block 42, South Pass, La., (Loffland Bros. rig)	72′
Shell-Union	82′ x 196′	1955	Block 116 Eugene Island Area Platform A, Loffland Bros. Rig	48′
Shell Oil Company	82′ x 196′	1956	Block 116 Eugene Island Area. Platform B. Offshore Company rig.	50′
Stanolind Oil & Gas Co.	173′ x 85′	1956	Block 14 Vermilion Area, well A-1	16′
The California Co.	"L" Structure		Bay Marchand, Louisiana, Noble Drilling Co.	
Gulf Oil Corporation	120′ x 145′	1955	Block 154 Ship Shoal Area Salt Dome Production Co., contractor.	60′
Gulf Oil Corp.	120′ x 145′		Block 889 Mustang Island Area, Texas. Brewster-Bartle contractor.	46′
Pure Oil Company	106′ x 50′	1955	Block 47, Eugene Island Area, temporarily abandoned	22′
Max Pray	85′ x 195′	1955	Coon Pointe area	12′
May Pray	162′ x 70′ width at derrick, 120′ at pipe rack)	1955	Coon Pointe area	12′
Mecom Petroleums	82′ x 193′	1948	Block 45 West Cameron Area, company rig.	34′
The Superior Oil Co.	138′ x 326′	1955	West Cameron Block 72	48′
The Superior Oil Co.	144′ x 326′	1954	West Cameron Block 149	43′

Soil Mechanics As Applied To Mobile Drilling Structures

Part Two: Pile units, soils engineering*

By BRAMLETTE McCLELLAND
and
JOHN A. FOCHT, JR.
McClelland Engineers

A SINGLE pile carrying a vertical load transmits its load to the surrounding soil by skin friction along the buried length and by end bearing at the tip of the pile. Proportion of the load carried by friction and by end bearing depends on pile size and foundation soil stratification.

A pile driven entirely in soft clay is supported almost entirely by skin friction; a pile driven through soft clay to sand will transmit most of its load by end bearing into the sand, as shown on Figure 4.

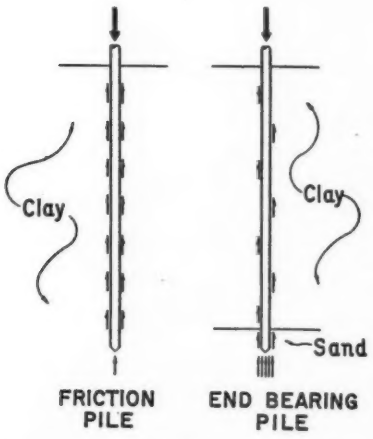

Figure 4 Pile types

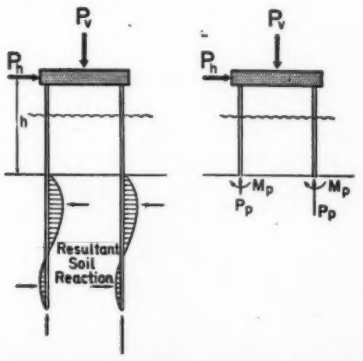

Figure 5 Free-body of pile structure

Soil reactions to horizontal pile loads, illustrated on Figure 5, cause bending stresses in the piles. Overturning forces result in redistribution of the vertical pile loads, sometimes even creating tension loads in windward piles.

Four forms of instability in pile foundations are:

1) Settlement due to failure of soil under compression.

2) Rise due to failure of soil under tension.

3) Horizontal shifting due to soil failure under horizontal loads.

4) Collapse due to structural pile failure under combined axial and bending stresses.

Shear strength of clay changes in time after a pile is disturbed and weakened. In two to four weeks it usually regains its lost strength. The compression or tension pile capacity can be reliably estimated by routine soil mechanics procedures. Typical pile capacity curves are shown on Figure 6.

Horizontal shifting of a pile foundation unit with respect to soil shear strength is of principal concern only for short penetration piles. For long piles, strength of the pile itself will probably be exceeded before the soil fails for the full length of the pile. Pile bending stresses and deflections under lateral storm loads, as shown on Figure 7, page 38, can now be computed by rational analyses using the results of soil tests.

Principal operational problem of pile-supported structures is that of securing adequate penetration into the soil. Penetration should be sufficient to carry expected vertical and horizontal loads with a reasonable safety factor. In areas of deep soft soils, such as near the mouth of the Mississippi, adequate penetration to ensure stability in all weather conditions may not be possible for some structure designs.

Principal method of pile installation now in use is jacking the piles down against the dead weight of the unit. In deep water pile loads under hurricane conditions may exceed maximum jacking loads that can be utilized in placing the piles. Unless increase of pile friction with time can be relied upon, operational restrictions as to water depth or weather must be accepted.

Sand layers further complicate the situation. Penetration resistance of sand layers is high and may exceed jacking capacity. At a shallow depth, there may not be sufficient penetration to carry safely the horizontal storm forces. Jetting, pneumatic pile driving, or other means are required to increase penetration, unless weather restrictions can be accepted.

Soil engineering in design and operation . . . Soils engineering can

(continued on page 38)

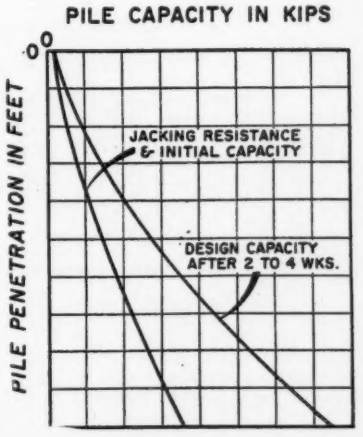

Figure 6 Pile capacity curves, Southeast Louisiana

*Condensed from "Soil Mechanics As Applied To Mobile Drilling Structures," presented at the ASME Petroleum Mechanical Engineering Conference in New Orleans, September 25-28.

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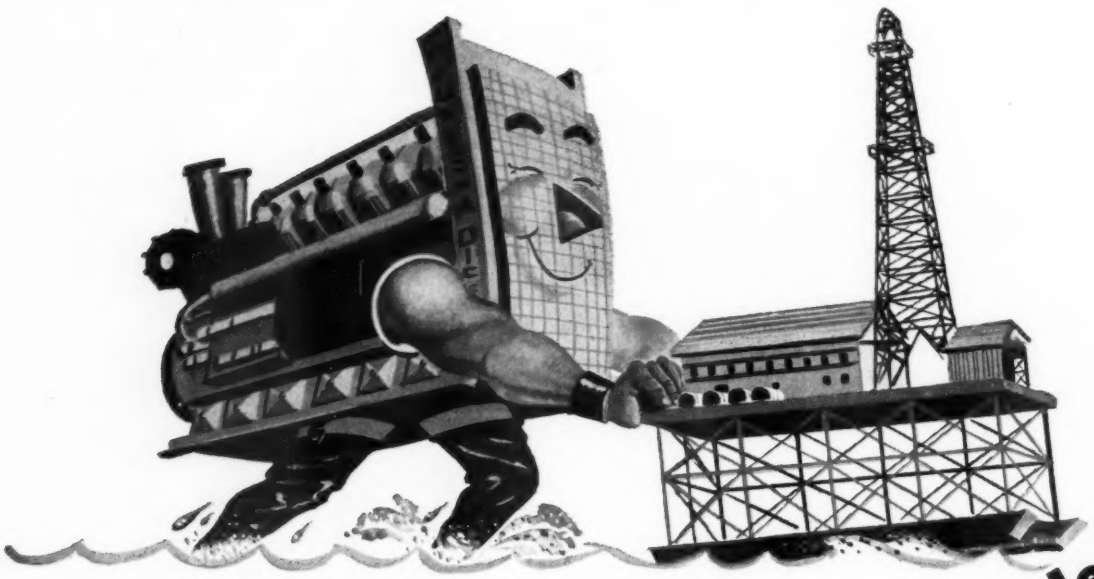

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"The Oil and Gas Fields of Southeast Louisiana," another Five Star reference report, is now ready for distribution.

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Data supplied is on producing horizons, discovery data, deep tests, number of producers, cumulative production figures, pipe line outlets, structural information, etc.

Copies can be obtained at any Five Star Oil Report office, as well as from F. E. Zimmer & Company, 608 American Bank Building, New Orleans. Price is $25 for Five Star subscribers and $35 a copy for non subscribers.

Soil Mechanics . . .

(continued from page 35)

aid mobile drilling programs in two ways.

First, during design of a structure preliminary plans can be evaluated for foundation performance in various soils.

Second, when the structure is in service soil investigation of a drilling site (preferably before installation) will permit analysis of foundation stability under various load combinations.

Early in the design and planning stage soils engineering could:

1) Show what soil conditions are too severe for satisfactory operation of a contemplated design, indicating that operations would have to be restricted in areas where such conditions exist.

2) Determine if there are structural elements subject to overstress and needing redesigning.

Soil investigation at the site before installation can:

1) Assist the operator in obtaining the most favorable installation.

2) Determine minimum safe pile penetration in advance.

3) Anticipate difficulties in securing adequate pile penetration.

4) Predetermine possible advantage of embedding foundation hulls.

Investigation can be conducted by making a boring from the mobile structure itself, at the time of installation or while the well is in progress. Data from such investigations can be used to evaluate the adequacy of the unit's foundation, as installed, and to assist in design of subsequent fixed-pile platforms or well-head structures.

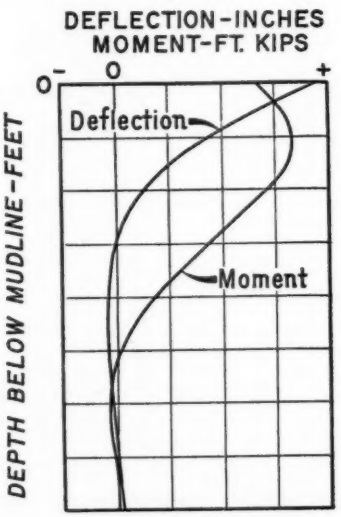

Figure 7 Typical deflection and moment diagrams

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News from the
SHIPYARDS

THE BIG PUSH—In ceremonies in the Houston Ship Channel by San Jacinto Battleground the 1,700 hp tug GRAMPUS was commissioned. GRAMPUS is one of a very few tug boats in the United States combining 1,700 horsepower with a 105-foot hull. It has storage capacity for 30 days at sea, can sleep 15, and its navigational equipment includes radar, gyrocompass, and automatic pilot. One of three extra-heavy-duty tugs ordered by G&H Towing Company, it was built by Gulfport Shipbuilding Corporation of Port Arthur. Captain is N. G. Orange, with R. C. Anders his chief engineer.

A Second Tender

Reading & Bates Building New $2.5 Million Vessel

Reading & Bates Offshore Drilling Company of Tulsa, Okla., recently ordered its second drilling tender from Levingston Shipbuilding Company of Orange, Texas.

The new tender will be the **George M. Reading,** and it is expected by October 15. The firm's first tender, the **J. W. Bates,** is expected to be ready for work by July 1.

The tenders will cost $2¼ to$2½ million each. They will be equipped by National Supply Company.

J. W. "Jack" Bates Jr. is president of the newly organized firm. Both tenders are under contract to the CATC group.

Another Submersible Unit May Be Built by Kermac

It is rumored that Kerr-McGee Oil Industries, Inc., will build—as soon as steel can be acquired—a new submersible barge rig for 45 feet of water.

The Texas Company will be first operator to use the vessel, reports say.

New York City Consultants Open New Orleans Office

Frederic R. Harris, Inc., New York City consulting engineering firm, will open a branch office at 1915 Tulane Avenue, New Orleans.

The company has been retained by The Offshore Company to act as its consultants on offshore drilling platforms and other marine work.

Eugene H. Harlow, a vice president of Frederic R. Harris, Inc., is to be in charge of the new office.

New Mobile Unit Described

Vessel for Louisiana Offshore Drilling Company to have anti-scouring hull, skirts, shaped bow

A detailed description of a new mobile unit for 67 feet of water has been released. The unit (see page 27, April OFFSHORE) is being constructed by Ingalls Shipbuilding Company of Pascagoula, Miss., for Louisiana Offshore Drilling Company of New Orleans.

The vessel will be built to special classification and inspection of the American Bureau of Shipping. Applicable U.S. Coast Guard regulations with respect to safety devices and safety of life at sea will be followed—although the vessel will not be inspected or certified by the Coast Guard, but will be documented and admeasured by the Bureau of Customs.

With drilling and machinery decks supported on fixed columns secured to the hull, the platform is to measure 180′ x 151′ and its lowest deck will be 82′ above the hull. The 12-foot-deep hull will have a draft of 6′3″ under tow. Slot is 34′ x 32′.

Stabilization is to be provided by four recessed pontoons operated hydraulically, when the hull is being raised or lowered. The submersible hull is of anti-scouring design, with skirts, and incorporates a shaped bow section.

Adjustable fenders, supported by vertical steel bridge-type wire cables, will protect the structure and vessels which moor alongside.

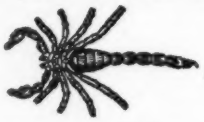
The lower hull accommodates almost all machinery—except for drilling, hotel plant, and power generators—as well as fuel oil and water. Fresh potable and drilling water is to be supplied by vapor compression evaporators.

Drilling equipment . . . Present plans call for Brewster N-12 drawworks with two Emsco 1,000 hp pumps. A 143-foot Lee C. Moore mast with a rating of 1 million pounds will be adjustable so three holes may be drilled without moving the vessel.

Mud pumps, drawworks, and rotary will be DC electric motor driven. The three main diesel generators will be Alco Model 5-SY-3771, and there will be two 300 kw AC generators for auxiliary light and power.

Depth potential is 20,000 feet.

To board the drill barge



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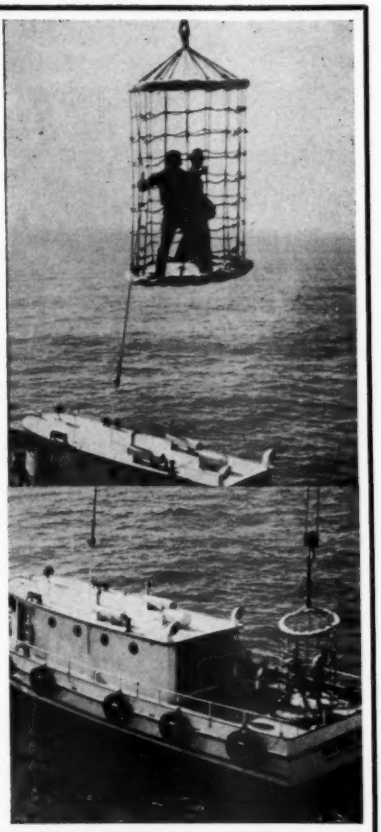

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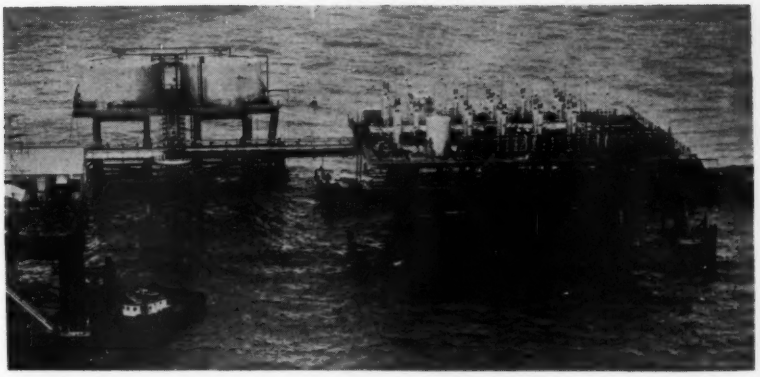
Wrought Iron for Corrosion Protection

An old sea-going metal has a new role offshore



This central separator platform in Eugene Island Area was the first offshore installation to use wrought iron in the splash zone.

Ability to resist fatigue stresses, high corrosion resistance characterize an offshore newcomer

By BUCKLEY M. BYERS
A. M. Byers Company

THE new and vital role of wrought iron—in the offshore segment of the oil industry—is attracting considerable attention from marine engineers and others who, for years, have combatted the plague of salt water and salt air corrosion.

Does wrought iron hold hope for a final solution to this water-air corrosion problem?

It may, taking into consideration both old and more recent reports on the material.

After reviewing the traditionally fine performance of wrought iron in marine service, engineers associated with the offshore industry realized this corrosion-resistant metal is the most logical, and most economical, choice for a wide variety of offshore applications.

Numerous lighthouses located in salt water and supported on wrought iron structures for nearly 100 years —before the oil industry was in its infancy—are typical examples of wrought iron's resistance to the corrosive attack of salt water and atmosphere.

Look to the future . . . The big story of wrought iron's offshore applications, however, is in the present and future.

The outlook for the next two years is more bright than ever. Most companies are planning to increase activities. In many cases, 1956 efforts will double those of this year.

Just a glance at a few of the many potential offshore oil services in which wrought iron may be used for economical maintenance includes:

Casing and tubing, piping from wells to offshore platforms, miscellaneous piping on offshore platforms, lines from offshore platforms to storage tanks on shore, hand railings, platform living quarters, electrical conduit and lighting posts, fuel or water tanks on platforms, smooth or checkered platform decks, pontoons, structural piping, pier protection and fenders, service work boats, bars, gratings, ladder-steps and dolphins.

In particular, a new central separator platform near Eugene Island, La., constructed by the Magnolia Petroleum Company, is probably only a forerunner of many similar installations in which wrought iron will provide economical corrosion protection for offshore oil field equipment.

The Magnolia central separator platform is the first offshore oil field installation to employ wrought iron as a protection for platform members in the place most vulnerable to corrosive attack—the area a few feet below and above the mean low water where rubbing by floating equipment is a problem.

Although monel sheathing has been used on some platforms to protect this area, the splash zone, there is engineering evidence that wrought iron will provide extended service life at approximately one-fourth the installed cost of monel.

Even with the use of alloys, such as monel, there has been a need to furnish additional protection, such as coatings. These include vinyl, red lead and bitumastic base paints. All have a service life in the splash zone of little more than two years.

The answer . . . Wrought iron is proving the answer to such problems.

Design engineers are being urged to make use of wrought iron for structural purposes. The strength of wrought iron and mild steel is relatively close. Wrought iron is used in many applications because of its high corrosion resistance and ability to resist fatigue stresses.

Design engineers base strength calculations on the yield point of material. With wrought iron, the yield point is based on a higher percentage of the ultimate strength than steel—bringing the working stress

(continued on next page)

Wrought Iron. . .

(continued from preceeding page)

of mild steel and wrought iron even closer.

We have already mentioned many applications of wrought iron products in offshore oil equipment. Now, let's deal with each specifically.

The material should prove ideal for oil casing and oil tubing in that a part of the piping will have to penetrate a layer of sea water in which it will be subject to corrosive attacks. Another valuable use may be in piping oil from wells to offshore platforms where pressures to determine proper wall thickness will be an important factor.

While most piping on offshore platforms is not submerged, it is still subjected to salt sprays and saline atmospheres. Piping on such platforms is usually painted. Wrought iron takes a heavier coating, paint or galvanized, and retains it better than steel. Therefore, the ultimate cost — including maintenance — is much lower than that of steel. Also, coating applied to a corrosion resistant material provides a longer service life.

Other uses . . . Other potentials for wrought iron include hand railings on platforms, general piping in and around living quarters and as protection for electrical systems.

As for the possibilities of the metal for structural piping, major consideration should be given to the American Bureau of Shipping's 20 percent preferential over mild steel as a corrosion factor. This factor should be taken into consideration in determining the proper material sections for the structure in addition to studying the loads and stresses to which the structure will be subjected over a period of time.

Wrought iron plates, fabricated into tanks, are being recommended as more suitable material for this service and are also believed ideal for the platform decks where treaded plates provide additional safety.

The metal has been used for pontoons, such as loading and dredge types, over a period of years with great success and it is a simple matter to envision employment of the material for service boat landings.

Another high potential is the use of plating for pier protection, guarding against spalling.

And then, there is the excellent service record of tug boats, service barges and other types of small service craft with wrought iron hulls. Wherever metal hulls are employed in connection with offshore oil operations, these vessels will be subject to considerable scraping and bumping. Protective paint on the hull will be of little value. Shell plating will corrode rapidly unless a corrosion resisting material is used.

The list of use possibilities for wrought iron is a continually growing one. The end is not in sight.

It is far more likely that as the offshore oil drilling industry progresses, more and more uses will be found for the one material—wrought iron—that is proving itself capable of doing one hundred and one different jobs.

THE AUTHOR

Buckley M. Byers was appointed to his position of vice president of sales, A. M. Byers Company, Pittsburgh, Pa., on February 2, 1954.

He had been general manager of wrought iron sales since April, 1953.

Joining the firm in 1940 after his graduation from Yale University, Byers served as assistant manager of the company's Washington office before entering the U. S. Navy as an Ensign in 1942.

During World War II, he participated in four major invasions with the amphibious forces in both the European and Pacific Theaters. He was discharged as a lieutenant in 1945 and was a recipient of the Presidential Unit Citation and Individual Commendation.

Upon his return to Byers Company, he was made assistant manager of the firm's New York office.

In April, 1947, he became manager of the export department, and on February 1, 1951, was appointed assistant manager of steel sales. He has been a director of the company since 1948.

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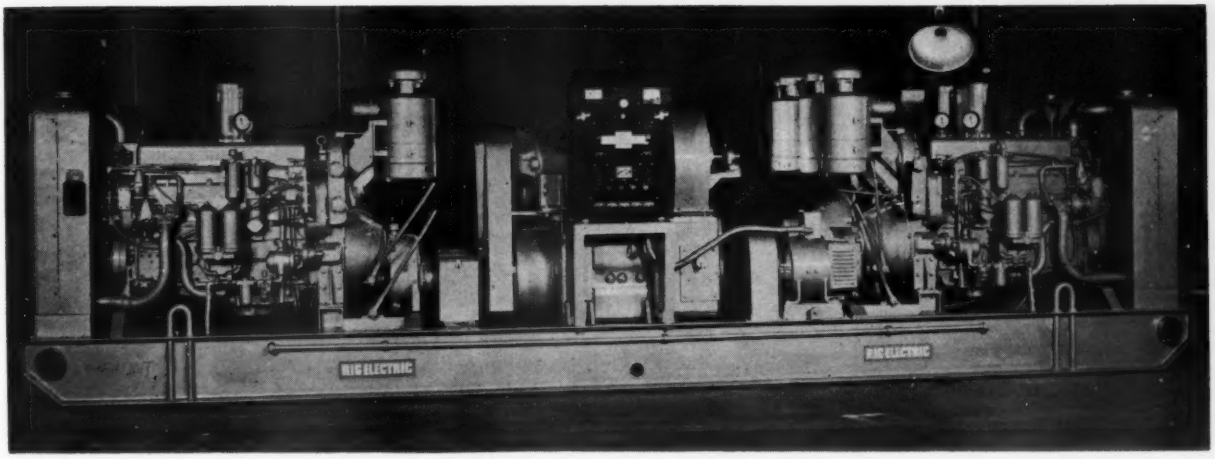
Dupont Fabricators Lease Six-Acre Bayou Boeuf Site

A six-acre site on the west bank of Bayou Boeuf at Amelia, Louisiana, has been leased by Dupont Fabricators for a new fabrication yard.

The yard will be used in constructing offshore structures, Ernest Dupont said. Dupont has signed a 40-year lease, with options, for the property. It runs 1,034 feet along the bayou.

Dupont said that in getting parties of the Coleman Estate, the lessor, to sign the necessary papers, he travelled a total of 3,000 miles.



Power units are directly connected to each end of a heavy duty traction-type D.C. generator, and four engines are unitized and arranged on a common steel skid-type base.

GM or Climax engines . . .

New D.C. Rig Power Drives

Stewart & Stevenson's RIGELECTRIC features simpler controls, longer engine life, reduced fuel consumption

STEWART & STEVENSON SERVICES, INC., of Houston, Texas, has announced a new line of engineered gas and diesel D.C. drilling rig power drives. The RIGELECTRIC D.C. systems are available with either General Motors Detroit Diesel engines or Climax natural gas engines as the prime power mover.

Standard basic power packages consist primarily of two models—the S12500 and S241000 RIGELECTRIC D.C. units.

Model S12500 consists of either two GM 6-110 diesel engines rated at 250 hp each, or two Climax K-75 natural gas engines rated at 250 hp each, or two Climax K-75 natural gas engines arranged so that no power unit is directly connected to each end of a heavy duty traction-type D.C. generator with a capacity of 600 hp continuous. The engines are connected to the generator shaft extensions through a heavy duty disconnect clutch and flexible connection on each engine. Special attention has been given the arrangement of the flexible connection to permit satisfactory operation under extreme oilfield conditions where considerable misalignment might occur. The entire unit is self-contained mounted on a rigid structural steel skid-type base.

Model S241000 consists basically of either four 6-110 GM diesel engines rated 250 hp each, or four Climax K-75 natural gas engines with the four engines unitized and arranged on a common steel skid-type base, powering two heavy duty traction-type D.C. generators with a capacity of 600 continuous hp each.

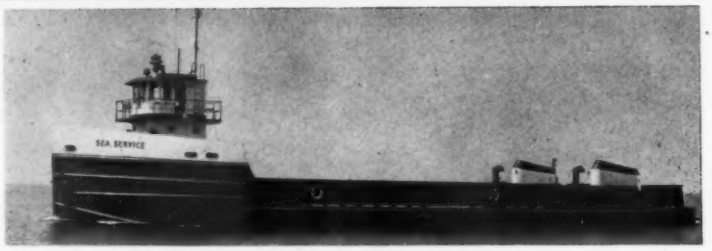
All four engines and the two generators are compounded to permit power of from one to four engines to be input to either or both generators. The engines are connected to generator shaft extensions through heavy duty disconnect clutches and flexible connections similar to the S12500. Essentially the S241000 unit consists of two S12500 arrangements mounted on a common steel sub base with a compound drive tying the units together.

Particular attention has been given to simplification of the entire control system on the Stewart & Stevenson RIGELECTRIC units. To ensure maximum simplicity and reliability, each motor is operated from an individual generator. This arrangement permits the use of a simple rheostatic, low voltage control to a pilot exciter for each generator which controls the speed of the electric motor without the necessity of complicated controls.

The system is so simple that drilling rig personnel, without specific electrical training, can easily understand it, and trouble-shooting can be

(continued on next page)

Simplicity of control keynotes the new RIGELECTRIC D.C. power drives.



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(continued from preceding page)

accomplished without highly trained electrical personnel.

Interchangeability . . . All generators used on RIGELECTRIC units are interchangeable. All of the heavy duty traction-type electric motors are the same size so that in an emergency the replacement or switching of one motor to some other drive can be accomplished with the utmost simplicity.

Multiple engine dependability . . . On the Model S241000 power package, four 250 hp engines with a combined capacity of 1000 hp are used. If one of the power units is out of service, efficiency of the S241000 is hardly impaired. The other three engines combine to give three-fourths of the full power into the generators. This advantage is likened to the advantages of a four-engine aircraft by comparison to a single-engine aircraft from the standpoint of safety and dependability.

Simple controls . . . The RIGELECTRIC control system does not require the use of contractors in the operational function and the control is so simple it requires only a fraction of the space normally used for the control arrangement on a D.C. drilling rig drive. It can be easily serviced without the need of trained technical personnel.

Longer engine life . . . Maintenance costs with RIGELECTRIC sets are much lower than the comparable life of the same engines on a mechanical-drive rig, due to the constant speed operation of the engines. The engines operate at their most favorable speed constantly, without the necessity for idling, lugging down and accelerating. Estimated normal engine life between overhauls is approximately doubled.

Reduced fuel consumption . . . Fuel consumption is lower because the engines are operating at their most efficient speeds constantly. Combustion is better because the engines are not idling at low rpm and then throttled open suddenly as with straight mechanical drive.

Parts and service . . . RIGELECTRIC units by Stewart & Stevenson use only standard electrical components available from the company's stocks. Normal inventory includes every single component, either mechanical or electrical, that goes into a RIGELECTRIC arrangement.

Stewart & Stevenson engineers advise that there is no other D.C. rig set-up that provides the simplicity of control, simplicity of maintenance and simplicity of trouble-shooting as the RIGELECTRIC.

NEW PRODUCTS and Literature

Type "C" Metering Separator Claimed 99.9 Percent Accurate

A new type metering separator with accuracy ratings up to 99.90 pecent has been designed by Oil Metering and Processing Equipment Corporation of Houston. The unit, Type "C" Metering Separator, is a cyclic accumulation type positive displacement liquid metering vessel.

This vessel meters liquid cyclic accumulation, isolation and discharge of equal volumes. The number of cycles, each a known unit volume on one-quarter barrel to 10 barrels, is registered on a mechanical recorder.

High metering accuracy of the vessel is accomplished by proper liquid level control and valving. Pilots, simple and accurate, react at the same lower and upper levels of the cycle so that the unit volume per cycle never varies. Valves are designed to eliminate leakage.

Type "C" metering separators are available in 125 and 300 psi working pressures, in sizes from 16 to 48 inches OD, and in lengths from six to 12 feet, measured seam to seam.

The unit separates well fluid into oil and gas and meters each. Free water can be separated and metered if desired.

For more information check ITEM 1
INQUIRY CARD PAGE 45

Line of Linc-Weld Electric Motors Uses Extruded Plastic Insulation

Lincoln Electric Company of Cleveland, Ohio, announced its re-entry into the electric motor field by introducing a new line of "Linc-Weld" motors with extruded plastic insulation.

Motors, available from one to 40 hp, have open type frame and torque design B. They comply with NEMA specifications.

The new thermo-setting plastic insulation is molded into and around stator windings. Motor stator is placed into a die and the plastic material is forced into the die under proper heat and pressure. Liquid plastic resin is extruded through stator slots, covering the stator winding. After the plastic resin sets, the stator is removed from the die.

The plastic has resistance to chemical action, humidity, abrasive dust and oil vapor. The insulation provides thermal protection.

The plastic also is said to provide a high degree of physical protection.

Even though the motors are built in open type frame, the company states that they may be used as a splash-proof motors. They also may be used as a totally enclosed motor in many applications.

For more information check ITEM 2
INQUIRY CARD PAGE 45

Markey Type WEWB Electric Bitt Windlass

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use Markey equipment as the answer to more efficient load handling and lower over-all cost from deck machinery. Towing winches, anchor windlasses, capstans or steering equipment, let modern, custom-designed Markey machinery do your job easier and better. Many installations now in active service are proving their ability—in the field, where it counts. Write today for information and prices. Your problem is our business.

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Improved Pipeline Repair Clamp By Smith-Blair Easy to Install

Smith-Blair has brought out an improved, dual purpose repair clamp for water, gas or oil pipelines. Its applications are for repair of cracked or broken pipe and to connect two lengths of cast iron, steel or asbestos-cement pipe.

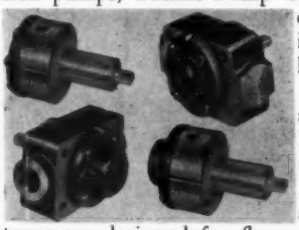
The new "Full Circle Clamp Coupling" embodies pivoting iron lugs and free floating bolts. These features give increased holding power and make the clamp easy to install on the pipe without service shut off. The matching halves are preassembled with the gridded gasket and armored insert. By opening one side of the clamp, it can be dropped over the pipe. There are no loose parts. The metal bands are of cold rolled copper or stainless steel and are furnished with silicon bronze or stainless steel bolts for corrosive conditions.

Each coupling will fit a variety of pipe and is individually packaged. Pipe sizes are listed in a new bulletin, "Series 2F," from 2-inch through 24-inch nominal sizes.

For more information check ITEM 3
INQUIRY CARD PAGE 45

Cartridge-type Lubrication Pumps Described in Tuthill Pump Catalog

As a help to design engineers and users of lubrication pumps, Tuthill Pump Company is offering a new catalog, "No. 108," covering their cartridge-type lubrication pumps.



These pumps are available in two types: Models LF and LFD for non-directional service; and Models RF and RFD with automatic reversing. Both types are designed for flange mounting with choice of external or internal porting and with or without shaft seal. Capacities range from 55 to 170 gallons per minute.

For more information check ITEM 4
INQUIRY CARD PAGE 45

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SERVICE PERSONALITIES . . . . . In the News

Hartsell

Chatham

Three Personnel Transfers Announced by Schlumberger

Three transfers of personnel in the Texas-Louisiana area have been announced by Schlumberger Well Surveying Corporation.

William H. Hartsell has assumed the position of manager of the Golden Meadow, Louisiana, location. Previously he has worked for Schlumberger at Laurel and Brookhaven, Mississippi.

R. M. Chatham Jr. is new manager of the Houston field location. He formerly served as field engineer in both Houston and Beaumont.

Frank A. Eastman has been promoted from field engineer to division engineer for the Texas Gulf Coast Division, with headquarters at Houston.

Security Engineering Picks New Special Sales-Manager

New manager of special sales for Security Engineering Division, one of the Dresser Industries, is A. G. Chandler. In his new assignment, Chandler will headquarter in Dallas, home office for Security. He was manager of an American-owned oil tool manufacturing plant in Holland before joining Security, and his sales experience includes assignments in 37 countries throughout Europe, Asia, and the Middle East.

Chandler

Wiley Is Representative For "Oilwell" at Harvey

Rudolph L. Wiley is now a field representative at Harvey, Louisiana, for U.S. Steel's Oil Well Supply Division. Wiley was employed by "Oilwell" at the Harvey store in 1953.

Delta Tank President Now General Gas Corp. Director

Kenneth H. Gayle Jr., president of Delta Tank Manufacturing Company, has been elected a director of General Gas Corporation, it was announced in Baton Rouge, Louisiana.

Gayle had earlier been elected president of Delta—on January 7, 1956. He was formerly president of The Ingalls Iron Works Company, Birmingham, Alabama.

McCullough Names Watson, Lain As Sales Executives

E. H. Lain and John Watson are new assistant sales manager for the Eastern Division of McCullough-Tool Company.

Lain, left, will coordinate sales activities in the Gulf Coast area from the McCullough Tool Company's Eastern Division headquarters in Houston.

Watson will head the McCullough sales team in the Dallas-Fort Worth area, making his headquarters at the Dallas sales office. Both men will serve under the direction of J. A. Williams, Eastern Division sales manager.

Meigs

Looney

Coast Paint & Lacquer Appoints Two To Staff

Coast Paint & Lacquer Company, Inc., of Houston has announced appointment of two new staff members.

Archibald V. Meigs is new research chemist for the company, and he will devote his time to product development as applied particularly to the firm's Copon line for corrotion control.

Appointed to the newly created position of director of public relations is Jake T. Looney.

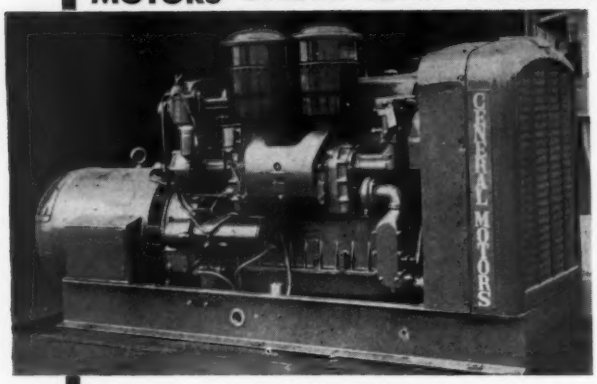
Leslie G. Hooks Named Houma "Oilwell" Field Man

New field representative for U.S. Steel's Oil Well Supply Division at Houma, Louisiana, is Leslie G. Hooks.

Hooks was first employed by "Oilwell" in 1952 at the division's store at Beaumont, Texas.

Two records were set by Stewart & Stevenson Services at Houston recently when the largest group ever to attend its general sales meeting met after the most successful year in the company's history. Present for the sixteenth annual general sales meeting were representatives of General Motors, Chrysler, Climax, and Wade-Rain, along with Stewart & Stevenson dealers and representatives from all over Texas. Ross Stewart, company president, and Joe Manning, vice president and general manager, presided.

GENERAL MOTORS DIESEL ELEC. GENERATOR SETS



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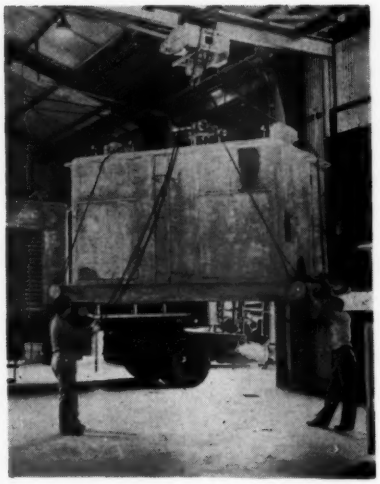


Fog signal unit capable of 21 days of unattended operation leaves Houston plant where it was produced.

Houston Firm Makes Power Units for Unattended Use

A new company to manufacture packaged power units for unattended operation in remote locations has been formed in Houston. The company, Automatic Power, Inc., is headed by N. H. (Available) Jones, as president.

The firm is presently engaged principally in manufacturing fog signal units for offshore drilling structures. The new signals operate unattended for 21 days and give a signal audible for two miles.

Heart of the company's proposed power units is the DAE-8 dual automatic engine control which controls the operation for two diesel engines and two air compressors.

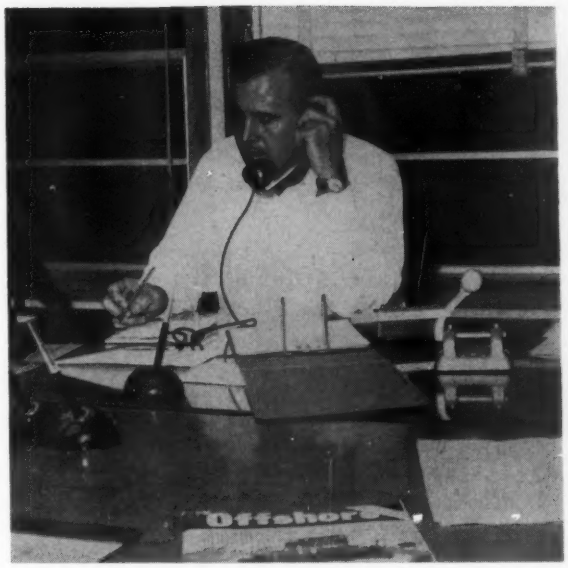
Other firm officers are R. C. Lockwood, vice president, and John Ryan, secretary and treasurer.

First Universal Drilling Report Form Is Available

First universal drilling report form, jointly approved by the American Association of Oilwell Drilling Contractors and the American Petroleum Institute, is now available.

The form, which took four years to develop, was formerly adopted by the AADC board of directors at its interim meeting. The API approved final revisions in April.

Since unofficial announcement of the form, approximately 2,000 books with 32 units per book have been sold. Each set contains an original and three carbons. The books sell for $3.25 each. Copies can be obtained from the AADC headquarters, 505 North Ervay, Dallas, Texas.



Warren J. Bourgeois on the job in Leeville, Louisiana. Warren is senior toolpusher at the base.

The Bourgeois family, left to right, are Debra, 1½, Mrs. Bourgeois, Peggy, 16, and Bonnie, 11.

Toolpushers of note

Gulf's Warren J. Bourgeois

THE office of Warren J. Bourgeois is in a small building in Leeville, Louisiana, down where the many distributaries of Bayou Lafourche spill into the Gulf of Mexico.

But the responsibilities of Warren J. Bourgeois are out in the open waters of the Gulf, to be reached in about seven hours by crew boat, or one and one half hours by helicopter, or instantly by ship-to-shore radio.

The tall, tanned offshore oilman is senior toolpusher for Gulf Refining Company at the Leeville base, which makes him the top pusher over two tenders and a self-contained platform the company is using to develop the Ship Shoal Block 154 field.

At forty-two Warren can point to 22 years of continuous service with Gulf—the same company for which his father worked before a tragic death.

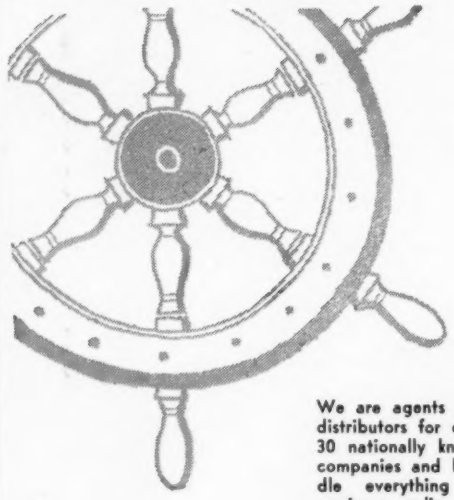
Since 1935 Warren has worked all over Louisiana, East Texas, and in South America. The past six years he has spent in overwater operations.

Warren's early life was not an easy one. Born at Ged, La., May 15, 1914, he was just seven months old when an unknown assailant murdered his father, Aaron Bourgeois, 26. The tragedy occurred while Aaron was on the job for Gulf Oil Corporation at Ged.

With the aid of friends, Warren got through high school, graduating at Lake Charles in 1934. He went to work immediately for Gulf at Ged—following in the footsteps of his father. In 1937 he ran his first rig, and that same year married Ruth Shelly of Zama, Mississippi.

In 1945 Warren packed up his family and went to Venezuela, where he pushed tools for Mene Grande Oil Company, a subsidiary of Gulf. In 1950 he returned to Louisiana to take part in Gulf's marine drilling program. Since then he has pushed tools in Timbalier Bay, Black Bay, Section 28, Breaux, Buras, and off the coasts of both Texas and Louisiana.

ON ITS FIRST LOCATION — Zapata Off-Shore Company's mobile drilling platform **Scorpion** arrived on location off Padre Island March 26, set conductor pipe and spudded in March 27—and just 24 days later, on April 19, was drilling ahead below 8,300 feet. **Scorpion** is at work for Standard Oil Company of Texas.



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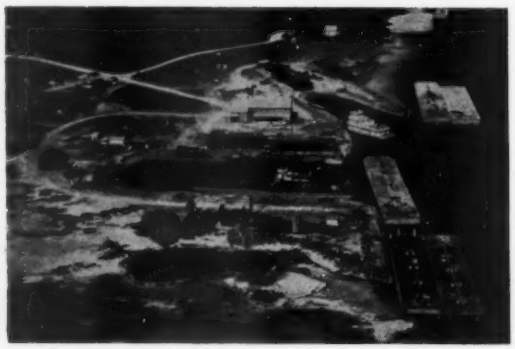

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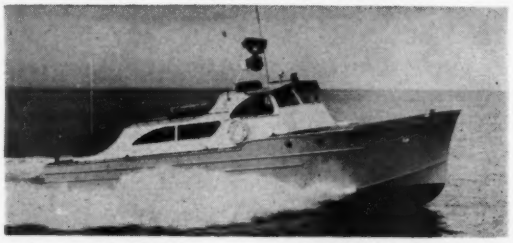

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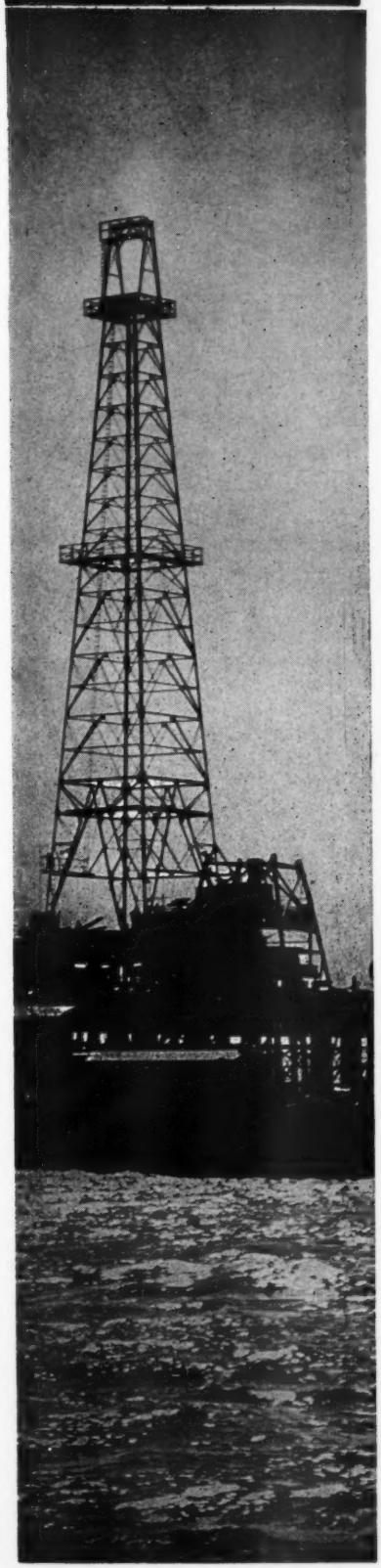

Phillips Gets Another Strike

Block 129-A Eugene Island wildcat makes 451 barrels daily, third project encounters 147 feet of pay sand

Phillips Petroleum Company has tested another discovery in its Eugene Island Block 129-A lease, about 30 miles off the coast of St. Mary Parish.

A third Phillips project in the same block encountered 147 feet of pay sands above 11,200 feet, on a 14,000-foot contract. Still a fourth test is scheduled for the block by Phillips.

Latest Phillips discovery, the No. 2 Eugene OCS 0474, tested oil at the rate of 451 barrels daily through a small choke and perforations between 5,757-772 feet. Tubing pressure was 3,500 pounds, gas-oil ratio 667-1. The oil sand, topped at 5,744 feet, was 50 feet thick and was one of eight zones totaling 178 feet of pay between 4,151-6,504 feet. No. 2 Eugene is a north offset to No. 1 Eugene "A", completed earlier for 576 barrels daily from deeper zones.

Two and one-half miles northwest of No. 1 Eugene "A", the No. A-1 Eugene has found five oil zones between 8,589-11,109 feet. Two zones, between 10,839-11,109 feet, appear to be the same as the upper productive formation in the Block 128 field, immediately to the north.

Phillips has scheduled its No. 3 Eugene OCS-0474 just 1,500 feet due west of the No. 2 Eugene. It will go to 9,000 feet.

Texas Gas Discovery Finaled

Shell Oil Company test in Kain field off Matagorda Peninsula flows 21.5 million CFGD from two pay zones

Two new dry gas producing zones have been opened in the Kain field off Texas' Matagorda Peninsula with completion of Shell Oil Company No. 1 State Tract 488, in the Brazos Area.

Shell has also staked a new project for the Kain field, which was first opened in 1953 with a completion on the peninsula.

Through a 12/64-inch choke and perforations between 4,370-80 feet the new discovery made a calculated open flow of 8 million cubic feet of gas daily. This zone was designated the H-1 Miocene.

Flow through a 12/64-inch choke and perforations between 4,000-010 feet, the G-7 Miocene zone, was at the calculated open flow rate of 13.5 million cubic feet of gas daily.

No. 1 State Tract 488 is about two miles southeast of the No. 1 Kain, field opener from the Miocene "O" and Miocene "R" zones. It is also a mile south of the bottomhole location of No. 1 State Tract 486, which opened the Miocene "L" zone between 5,189-208 feet in December, 1954.

Shell is to drill its No. 1 State Tract 487 to 8,000 feet south of the No. 1 State Tract 488.

One Weekend, Seven Wildcats

Step-up in offshore pace becomes more evident as prospectors are staked in five areas off Louisiana

The step-up in offshore operations became more evident early in April when seven wildcats were staked off Louisiana in just one weekend.

Ranging in depth from 10,000-14,000 feet, they fanned out over five offshore areas and were off the shores of three parishes.

Stanolind Oil & Gas Company staked wildcats for Blocks 14 and 15 of the Vermilion Area, off Vermilion Parish.

The Texas Company located its No. 1 USA OCS 0314 in the Eugene Island Area off St. Mary Parish. Set for 12,500 feet, it is in Block 48 of the area.

The California Company announced it will drill to 10,000 feet at

(Continued on Next Page)

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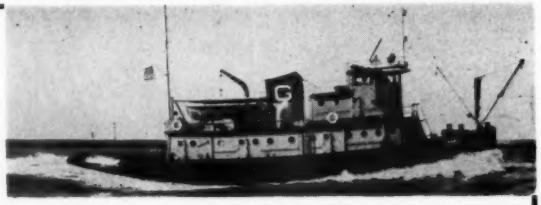

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(Continued from Preceding Page)

its No. 1 Louisiana State Lease 1262-OCS 0373, in Block 40 of the Main Pass Area.

In the South Pass Area Humble Oil & Refining Company is to drill its No. 1 State Lease 2728 to 10,000 feet in Block 16.

Two prospectors are slated for the West Delta Area. Continental Oil Company, as operator for the CATC group, staked the No. 1-A ACS 0148 (State Lease 9853) in Block 60, with a 14,000-foot contract. The California Company contracted with The Offshore Company to drill a 13,000-foot wildcat in Block 27.

Louisiana

Two Stanolind Prospectors Drilling In Vermilion Area

Stanolind Oil & Gas Company has two new wildcats underway in the Vermilion Area, about four miles off Vermilion Parish and near a wildcat being drilled by Union Oil Company of California on a Stanolind lease.

Stanolind No. A-1 S.L. 861 is 330 feet out of the southwest corner of Block 14, and is set for 13,000 feet. It will be drilled from a 173' x 85' self-contained platform.

The No. 1 S.L. 862, scheduled for 10,000 feet, is in Block 15, and will be drilled by a barge. Water depth is 16 feet.

The Union-Stanolind test is the No. 2-A Federal Lease OCS 0297, in Block 26, just south of Block 15. No. 1-A in the same block was junked at 10,460 feet, and the present test is scheduled for 10,500 feet.

Kerr-McGee Ship Shoal Area Wildcat Tests Gas-Distillate

Kerr-McGee Oil Industries, Inc., has a new gas-distillate discovery on the north flank of the Block 32 Ship Shoal Area salt dome, about nine miles off Terrebonne Parish.

The Company's No. 2 State Lease 752 G-1 (OCS-0333), in Block 30, tested at the rate of 3.39 million cubic feet of gas daily through a 13/64-inch choke and perforations between 11,534-555 feet. Distillate produced was not gauged, but was reported to be in commercial amounts by Kermac officials.

Phillips Petroleum Company and Stanolind Oil & Gas Company also own an interest in the well, which was drilled by Kerr-McGee's Rig 44, in 18 feet of water.

CATC Finals Dual Strike In East Cameron Block 62

Dual completion of the CATC Group's No. 2-A OCS 090-State Lease 1203 opens two new dry gas sands in the East Cameron Block 62 field, 20 miles off Cameron Parish.

Through perforations between 8,-310-332 feet the well potentialed for 4.1 million cubic feet of gas daily, open flow. Tubing pressure was 2,-690 pounds. Flow through perforations between 7,936-958 feet was at the rate of 3.3 million cubic feet daily, pressure unreported.

The field opener, No. 1-A State Lease 1200, flowed gas-distillate from 7,638-48 feet and 7,654-678 feet.

Humble Wildcat in South Pass Area Is Shut-In Gas Discovery

Humble Oil & Refining Company has completed its wildcat in Block 20 of the South Pass Area as a shut-in gas discovery. After drilling to 14,006 feet the prospector was perforated between 9,576-80 feet, and flowed salt water and mud, no shows. It was then reperforated between 9,521-34 feet and flowed an estimated 1,480,000 cubic feet of dry gas daily through a 3/16-inch choke.

The discovery was shut in after squeezing. It is east of the south pass of the Mississippi River.

A second wildcat in the vicinity of the south pass, The California Co. No. 1 Louisiana State 2665-Block 29, was abandoned at 12,898 feet. It was in Block 29, southwest of the south pass.

Eugene Island Block 126 Well Finals for 754 Barrels Daily

A field well in the Eugene Island Block 126 field is completed for a combined daily potential of 754 barrels of oil. The well, Magnolia Petroleum Co. 4-K State Lease 691 Block 110, is in Block 119 of the Eugene Island Area.

Through a 11/64-inch choke and perforations between 6,750-62 feet the well flowed 386 barrels of oil daily. Gas-oil ratio was 548-1. Gravity was 38.2. Top of pay was at 6,750 feet.

Initial potential flowing through an 11/64-inch choke and perforations between 6,008-20 feet was 368 barrels of oil daily. Gas-oil ratio was 602-1, Gravity was 37.8.

There was two-tenths of 1 per cent water in each flow, and tubing pressure in each was 1,100 pounds.

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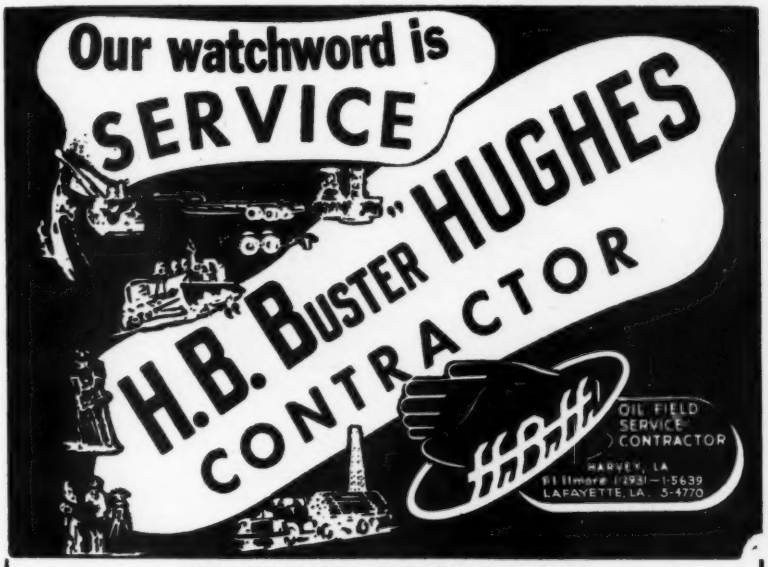

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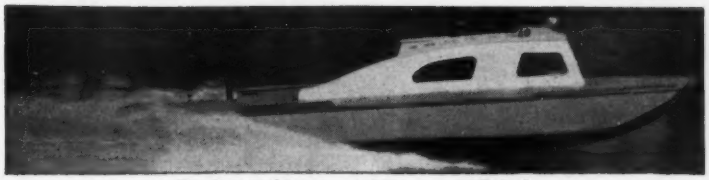

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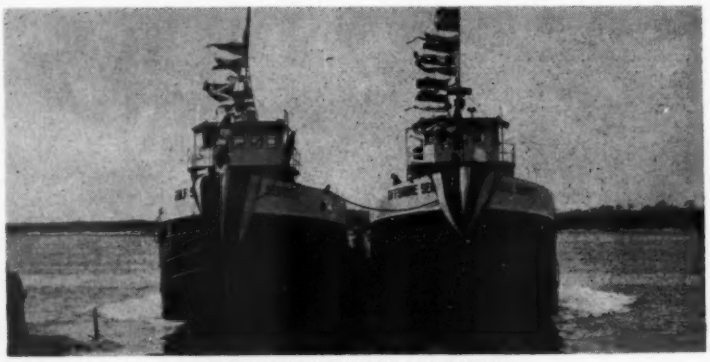

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Magnolia to Drill Wildcat In Block 17, West Cameron

Magnolia Petroleum Company has applied for Department of the Army permission to erect structures in Block 17, West Cameron Area, about 17 miles southeast of Port Arthur, Texas.

The Magnolia try is located adjacent to and to the east of two wildcats belonging to Mecom Petroleums. One, No. 1 State Lease 783 in West Cameron Block 15, has been plugged and abandoned at 8,946 feet. The other Mecom wildcat is in Block 16.

Gulf Will Drill Wildcat 30 Miles Off Terrebonne

Gulf Refining Company is to drill its No. 1-A OCS 0498 about 30 miles off Terrebonne Parish in Block 128 of the South Timbalier Area.

It will go to 10,000 feet.

Texas

Standard Plugs Wildcat In High Island Block 52

Standard Oil Company of Texas No. 1 Federal 52, wildcat 18 miles southeast of High Island off Jefferson County, Texas, has been abandoned after hitting a flow of salt water at total depth of 11,671 feet.

The test had been slated for 12,500 feet. Nola 1, tender on location, has been removed.

Sidewall samples were taken at total depth of 10,459 feet.

Texaco Prepares Location For Texas Tidelands Test

The Texas Company has prepared location for a Texas tidelands test due to start drilling in mid May about three miles in the Gulf of Mexico off Galveston County.

Target is the Miocene sand at 10,000 feet.

The well is spotted on State Tract 136 (S) just southwest of High Island, about 25 miles northeast of Galveston.

A well-protective structure has been set on location and pilings driven. Drilling operations await the submersible drilling barge.

It is Texaco's first Texas tidelands try this year.

OFFSHORE LOCATIONS

TEXAS

Calhoun County: C. G. Glasscock & Tidelands Oil Co. 1 State Tract "F", wildcat. Tract F on Matagorda Island. Proposed depth 6,000 feet.

Jefferson County: Magnolia Petroleum Co. A-7 Texas Gulf Tract 10, Block 10-L Gulf field. Block 10, High Island Area. Proposed depth 12,000 feet.

Kleberg County: Standard Oil Co. of Texas 945-88 State, Chevron field. State Tract 945. Proposed depth 8,700 feet.

Nueces County: Gulf Oil Corp. A-2 State Tract 889, unnamed field. State Tract 889, seven miles south-southeast of Port Aransas. Proposed depth 12,000 feet.

LOUISIANA

Cameron Parish: Phillips Petroleum Co. 1 State Lease 1123-Block 33, West Cameron Block 33. Block 33, West Cameron Area. Proposed depth 12,000 feet.

Jefferson Parish: Humble Oil & Refining Co. 2 State Lease 803, Grand Isle Block 16. Block 22, Grand Isle Area. Core test to 2,500 feet.

Jefferson Parish: Humble Oil & Refining Co. J-6 State Lease 803, Grand Isle Block 16. Block 22, Grand Isle Area. Proposed depth 8,500 feet.

Jefferson Parish: Humble Oil & Refining Co. J-5-D Louisiana State 804, Grand Isle Block 16. Block 23, Grand Isle Area. Proposed depth 8,500 feet.

Lafourche Parish: The California Company L-11 State Lease 1367, Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 4,300 feet.

Lafourche Parish: The California Co. 1-M Louisiana State 1367, Bay Marchand Block 2. Block 2, Bay Marchand Area. Proposed depth 5,000 feet.

Lafourche Parish: Phillips Petroleum Co. B-3 State Lease 1368, Bay Marchand Block 2. Block 4, Bay Marchand Area. Proposed depth 9,000 feet.

Plaquemines Parish: The California Co. 8-G State Lease 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 5,175 feet.

Plaquemines Parish: The California Co. 7-F State Lease 1278, Main Pass Block 69. Block 69, Main Pass Area. Proposed depth 6,600 feet.

Plaquemines Parish: The California Co. 9 Louisiana State 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 8,300 feet.

Plaquemines Parish: The California Co. 4 Louisiana State 2589, South Pass Block 45. Block 45, South Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: The California Co. 1 Louisiana State 2868, West Delta Block 27. Block 26, West Delta Area. Proposed depth 13,000 feet.

Plaquemines Parish: Humble Oil & Refining Co. J-2 State Lease 819, West Delta Block 30. Block 30, West Delta Area. Proposed depth 8,500 feet.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., 1-C State Lease 1227, Breton Sound Block 32. Block 32, Breton Sound Area. Proposed depth 5,900 feet.

Plaquemines Parish: The California Co. 1 Louisiana State Lease 1262 OCS 0373, Main Pass Block 40. Block 40, Main Pass Area. Contract depth not reported.

Plaquemines Parish: Continental Oil Co. (CATC) A-1 OCS 0148 (State Lease 985), West Delta Block 60. Block 60, West Delta Area. Proposed depth 14,000 feet.

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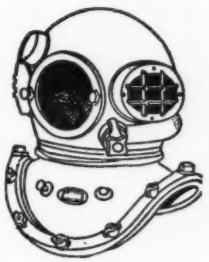

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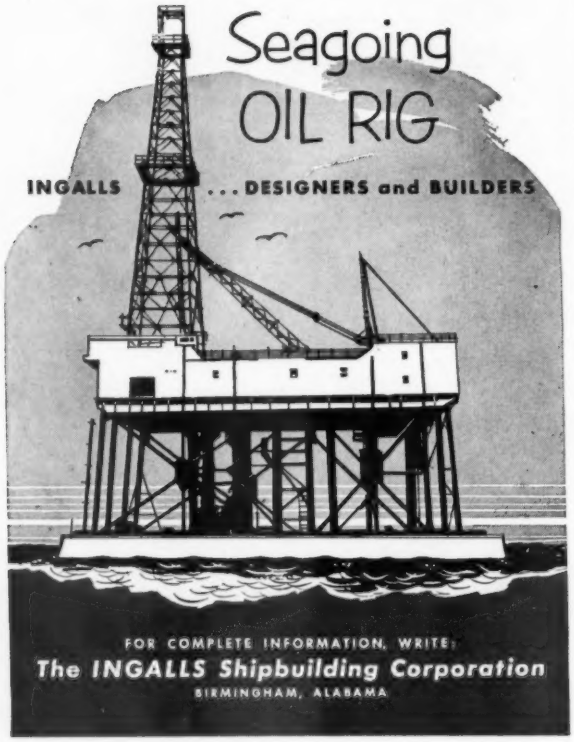

Plaquemines Parish: Continental Oil Co. (CATC) 1 State Lease 987, West Delta Block 22. Block 82, West Delta Area. Proposed depth 12,000 feet to test the Miocene.

Plaquemines Parish: Humble Oil & Refining Co. 1 State Lease 2728, wildcat. Block 16, South Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., 1-B State Lease 2325, wildcat. Block 11, Breton Sound Area. Proposed depth 6,500 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 1-A State Lease 973, wildcat. Block 48, West Delta Area. Proposed depth 14,000 feet.

Plaquemines Parish: The California Co. 5-B State Lease 1069 (OCS 0385), West Delta Block 30. Block 29, West Delta Area. Proposed depth 9,300 feet.

Plaquemines Parish: Shell Oil Co. 3 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,100 feet.

Plaquemines Parish: The California Co. 10 Louisiana State 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 5,950 feet.

Plaquemines Parish: The California Co. 9-G State Lease 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth, 8,350 feet.

Plaquemines Parish: Shell Oil Co. 29-B State Lease 1388, South Pass Block 24. Proposed depth 8,950 feet.

Plaquemines Parish: Shell Oil Co. 31 State Lease 1008, South Pass Block 24. Block 24, South Pass Area. Proposed depth 7,000 feet.

Plaquemines Parish: Shell Oil Co. 2 State Lease 2636, Lake Washington. Block 1, West Delta Area. Proposed depth 14,000 feet.

St. Mary Parish: Forest Oil Corp. 1-A Block 42-OCS-0199. wildcat. Block 42, Eugene Island Area. Proposed depth 13,000 feet.

St. Mary Parish: The Texas Co. 1 USA OCS-0314, wildcat. Block 48, Eugene Island Area. Proposed depth 12,500 feet.

St. Mary Parish: Magnolia Petroleum Co. 1-K State Lease 681 Eugene Island Block 110. Proposed depth 16,000 feet.

St. Mary Parish: Shell Oil Co. A-2 OCS 0478, Eugene Island Block 128. Block 116, Eugene Island Area. Proposed depth 11,900 feet.

St. Mary Parish: Phillips Petroleum Co. 3 OCS 0474, Eugene

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Island Block 128. Block 129-A, Eugene Island Area. Proposed depth 9,000 feet.

St. Mary Parish: Shell Oil Co. 1-B OCS 0478, Eugene Island Block 128. Block 116, Eugene Island Area. Proposed depth 12,000 feet.

St. Mary Parish: Phillips Petroleum Co. A-2 (Dome A) OCS 0472, Eugene Island Block 184. Block 184, Eugene Island Area. Proposed depth 10,000 feet.

St. Mary Parish: Shell Oil Co. 1 Shell-Humble OCS-0443, wildcat. Block 188, Eugene Island Area. Amended location. Proposed depth 13,000 feet.

Terrebonne Parish: Gulf Refining Co. 4-C OCS 0420, Ship Shoal Block 154. Block 154, Ship Shoal Area. Proposed depth 7,000 feet.

Terrebonne Parish: Gulf Refining Co. 4-A OCS 0419, Ship Shoal Block 154. Block 150, Ship Shoal Area. Proposed depth unreported, Pliocene-Miocene.

Vermilion Parish: Union Oil Co. of California 2-A Federal Lease OCS 0297, wildcat. Block 26, Vermilion Area. Proposed depth 10,500 feet.

Vermilion Parish: Stanolind Oil & Gas Co. A-1 State Lease 861, wildcat. Block 14, Vermilion Area. Proposed depth 13,000 feet.

Vermilion Parish: Stanolind Oil & Gas Co. 1 State Lease 862, wildcat. Block 15, Vermilion Area. Proposed depth 13,000 feet.

Vermilion Parish: Pure Oil Co. C-2 State Lease 882, Vermilion Block 39. Block 42, Vermilion Area. Proposed depth 10,500 feet.

OFFSHORE COMPLETIONS

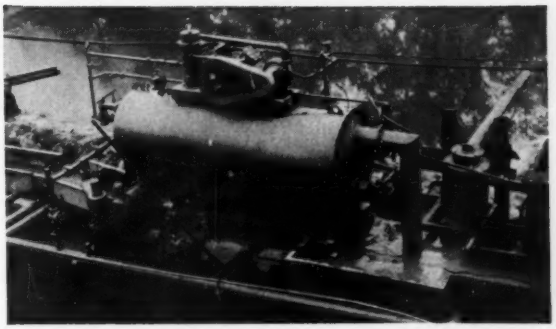
TEXAS

Galveston County: The Pure Oil Co. 1-B OCS Lease 099, GAB 189. Dry Hole. TD 12,932 feet. Block 212, Galveston Area, two miles southwest of A-1 discovery surface platform.

Matagorda County: Shell Oil Co. 1 State Tract 488, wildcat. Dual Gas Discovery. TD 8,011 feet. Perfs. 4,370-80 feet, H-1 Miocene zone, PT 8,000,000 CFGD on 12/64-inch choke. Dry gas. Perfs. 4,000-10 feet, G-7 Miocene zone, PT 13,500,000 CFGD on 12/64-inch choke. Dry Gas. State Tract 488, seven miles southeast of Matagorda townsite.

LOUISIANA

Cameron Parish: Continental Oil Co. (CATC) 1-C Louisiana



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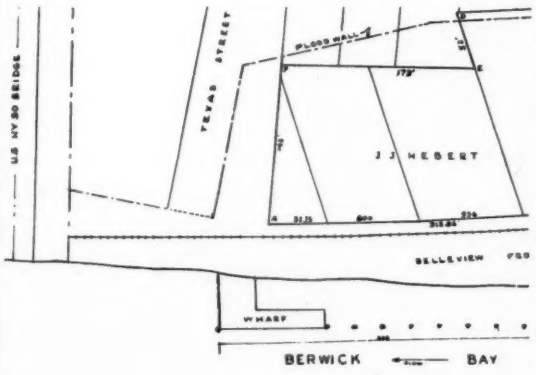

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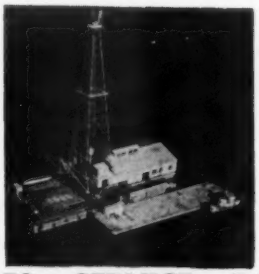

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State 1656-OCS 0190, West Cameron Block 192. Abandoned. TD 14,000 feet. Block 192, West Cameron Area.

Cameron Parish: Continental Oil Co. (CATC) 2-A-D OCS-090 State Lease 1203, East Cameron Block 62. Dual Gas Well. TD 8,600 feet, perfd. 8,310-332 feet, IPF 4,130 MCFGD, dry. Perfs. 7,936-59 feet, IPF 3,300 MCFGD, dry. Block 62, East Cameron Area.

Iberia Parish: Magnolia Petroleum Co. I-2 State Lease 681-OCS 044-Block 89, Eugene Island Block 110. Dry Hole. TD 15,535 feet. Block 89, Eugene Island Area.

Jefferson Parish: Humble Oil & Refining Co. J-5 State Lease 804-OCS-Block 23, Grand Isle Block 16. Dual Oil Well. TD 8,803 feet. Perfs. 8,486-510 feet, IPF 208 BOD on 8/64-inch choke. GOR 652-1. Gra. 34.9. Perfs. 7,956-80 feet, IPF 236 BOD on 8/64-inch choke. GOR 504-1. Gra. 36.1. Block 23, Grand Isle Area.

Jefferson Parish: Humble Oil & Refining Co. 2 State Lease 803, Grand Isle Block 16. Dry Hole. TD 1,921 feet. Block 22, Grand Isle Area.

Jefferson Parish: Humble Oil & Refining Co. G-4-A State Lease 798, Grand Isle Block 18. TD 10,303 feet, perfd. 9,890-9,908 feet, IPF 175 BOD on 8/64-inch choke. GOR 354-1. Gra. 21.9. Side track out of G-4 well at 5,304 feet. Block 10, Grand Isle Area.

Lafourche Parish: The California Co. L-9 Louisiana State 1367, Bay Marchand Block 2. Oil Well. TD 4,608 feet, perfd. 4,166-88 feet. IPF 135 BOD on 16/64-inch choke. GOR 355-1. Gra. 27.8. Block 3, Bay Marchand Area.

Lafourche Parish: The California Co. L-12 Louisiana State 1365, Bay Marchand Block 2. Oil Well. TD 5,224 feet, perfd. 4,440-35 feet. IPF 78 BOD on gas lift. GOR 256-1. Gra. 22.2. Block 1, Bay Marchand Area.

Plaquemines Parish: Humble Oil & Refining Co. 1-A State Lease 2789, wildcat. Shut-in Gas Discovery. TD 14,006 feet, perfd. 9,251-34 feet. IPF shut in. Block 20, South Pass Area.

Plaquemines Parish. The California Co. 5-F State Lease 1277, Main Pass Block 69. Oil Well. TD 7,852 feet, perfd. 7,158-80 feet, IPF 221 BOD on 9/64-inch choke. GOR 551-1. Gra. 31.7. Block 68, Main Pass Area.

Plaquemines Parish: The California Co. G-7 Louisiana State 1277 (OCS 0371 Block 68), Main Pass Block 69. Dual Oil

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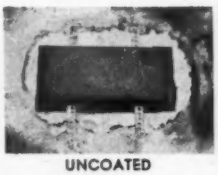

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Well. TD 9,905 feet. Perfs. 8,126-50 feet, IPF 222 BOD on 9/64-inch choke. GOR 609-1. Gra. 30.9. Perfs. 6,128-37 feet, IPF 194 BOD on 9/64-inch choke. GOR 469-1. Gra. 31.1. Block 68, Main Pass Area.

Plaquemines Parish: Shell Oil Co. 25 Louisiana State 1008, South Pass Block 24. Oil Well. TD 8-173 feet, perfs. 8,047-60 feet. IPF 283 BOD on 16/64-inch choke. GOR 300-1. Gra. 26. Block 24, South Pass Area.

Plaquemines Parish: Shell Oil Co. 41 State Lease 998-Block 11, South Pass Block 24. TD 8,211 feet, 7,871-82 feet. IPF 260 BOD on 10/64-inch choke. GOR 411-1. Gra. 29. Block 24, South Pass Area.

Plaquemines Parish: Shell Oil Co. 25 Louisiana State Lease 1008, South Pass Block 24. TD 8-173 feet, perfs. 8,047-60 feet. IPF 283 BOD on 16/64-inch choke. GOR 300-1. Gra. 26. Block 24, South Pass Area.

Plaquemines Parish: Continental Oil Co. (CATC) 2 State Lease 2551-Block 84, West Delta Block 84. New Oil Sand. TD 11,343 feet in side track hole, perfs. 11,030-042 feet. IPF 439 BOD on 10/64-inch choke. GOR 801-1. Gra. 36.2. Block 84, West Delta Area.

Plaquemines Parish: The California Co. 9-A State Lease 1069, West Delta Block 30. Oil Well. TD 8,997 feet in salt (T/salt 8,948 feet), perfd. 8,882-94 feet and 8,902-10 feet. IPF 244 BOD on 10/64-inch choke. GOR 1053-1. Gra. 34. Logged 51 feet oil and gas sands, 23 feet of gas sands between 6,226-8,912 feet. Block 29, West Delta Area.

Plaquemines Parish: The California Co. 3-B State Lease 1069 OCS 0385, West Delta Block 30. Oil Well. TD 9,642 feet, perfd. 8,752-82, and 8,586-92 feet. IPF 40 BOD on 10/64-inch choke. GOR nil. Gra. 21.3. Logged 118 feet oil sand in four intervals between 7,932-8,592 feet. Block 29, West Delta Area.

Plaquemines Parish: Continental Oil Co. (CATC) 2-A State Lease 969, West Delta Block 30. Dual Oil Well. TD 10,300 feet. Perfs. 8,525-43 feet, "T" completion, IPF 360 BOD on 1/8-inch choke. GOR 1,110-1. Gra. 29.8. Perfs. 10,082-094 feet, "C" completion, IPF 328 BOD on 1/8-inch choke. GOR 1,750-1. Gra. 32.6. Block 34, West Delta Area.

Plaquemines Parish: Shell Oil Co. 9 State Lease 1357-Block 81, Main Pass Block 69. Dry Hole. TD 9,130 feet. Block 81, Main Pass Area.

Plaquemines Parish: Shell Oil Co. 37 State Lease 998, Block 11, South Pass Block 24. Oil Well. TD 7,715 feet, perfd. 7,561-7,715 feet, IPF 210 GOD on 10/64-inch choke. GOR 400-1. Gra. 26.2. Block 11, South Pass Area.

Plaquemines Parish: Humble Oil & Refining Co. 1-A State Lease 2789, wildcat. Shut In Gas Discovery. TD 14,006 feet, perfd. 9,521-34 feet. IPF shut in. Block 20, South Pass Area.

Plaquemines Parish: The California Co. 1 Louisiana State 2665-Block 29, fildcat. Abandoned. TD 12,898 feet. Block 29, South Pass Area.

St. Bernard Parish: Kerr-McGee Oil Industries, Inc., 1-EE State Lease 1997 Block 21, Breton Sound Block 20. Oil Well. TD 6,213 feet, perfd. 6,056-060 feet. IPF 126 BOD on 8/64-inch choke. GOR 330-1. Gra. 27.2. Block 21, Breton Sound Area.

St. Bernard Parish: Kerr-McGee Oil Industries, Inc. 1-G State Lease 1997, Breton Sound Block 20. Abandoned. TD

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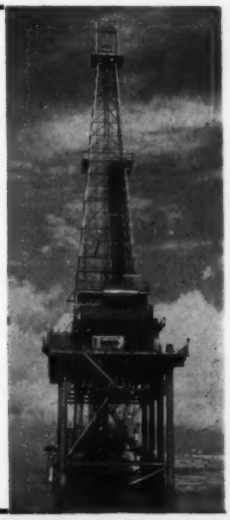

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St. Mary Parish: Shell Oil Co. 1-A OCS 0478, Eugene Island Block 128. Oil Well. TD 12,358 feet, perfd. 10,671-88 feet. IPF 338 BOD on 9/64-inch choke. GOR 891-1. Gra. 39.9. Block 116, Eugene Island Area.

St. Mary Parish: The Texas Co. 1 State Lease 828 OCS 0312-Block 27, Eugene Island Block 27. Discovery, Gas-Distillate. TD 12,165 feet, perfd. 10,475-490 feet. IPF 61 BOPD on 10/64-inch choke. GOR 33,518-1. Gra. 51.1. Block 27, Eugene Island Area.

St. Mary Parish: Magnolia Petroleum Co. I-7 State Lease 692 OCS 050-Block 118, Eugene Island Block 126. Oil Well. TD 11,365 feet, perfd. 9,732-38 feet. IPF 276 BOD on 10/64-inch choke. GOR 735-1. Gra. 38-2. Alternate zone, 9,558-64 feet, well tested 528 BOD on 12/64-inch choke. Block 120, Eugene Island Area.

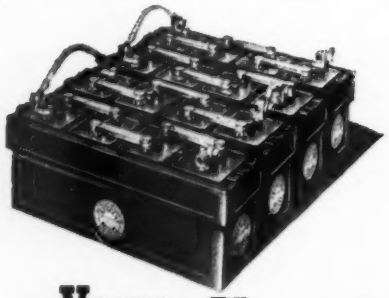
St. Mary Parish: Phillips Petroleum Co. 1-A Eugene OCS 0472, Eugene Island Block 184. New Gas Pay. TD 15,052 feet, perfs. 14,808-836 feet. IPF 5,205,000 CFGD on 16/64-inch choke. GOR 50,000-1. Gra. 48.2. Block 184, Eugene Island Area.

St. Mary Parish: Magnolia Petroleum Co. 4-K State Lease 691 Block 119, Eugene Island Block 126. Dual Oil Well. TD 7,100 feet. Perfs. 6,750-62 feet, IPF 386 BOD on 11/64-inch choke. GOR 548-1. Gra. 38.2. Perfs. 6,008-20 feet, IPF 368 BOD on 11/64-inch choke. GOR 602-1. Gra. 37.8. Block 111, Eugene Island Area.

St. Mary Parish: Magnolia Petroleum Co. G-4 State Lease 694-OCS 052, Block 126, Eugene Island Block 126. Dual Oil Well. Perfs. 10,306-12, 10,322-28 feet, IPF 260 BOD on 7/64-inch choke. GOR 1227-1. Gra. 35.3. Perfs. 9,980-82, 9,964-70 feet, IPF 121 BOD on 12/64-inch choke. GOR 5969-1. Gra. 37.3. Block 126, Eugene Island Area.

Terrebonne Parish: Magnolia Petroleum Co. 3-A State Lease 777, Ship Shoal Block 113. Dry Hole. TD 12,596 feet in side track hole. Drilled to 9,810 feet in original hole, PB 8,170 feet and ST. Block 113, Ship Shoal Area.

Terrebonne Parish: Kerr-McGee Oil Industries, Inc., 1-G State Lease 752, Ship Shoal Block 32. Gas Well, New Pay. TD 11,950 feet, perfd. 11,534-555 feet. IPF shut in. Block 30, Ship Shoal Area.



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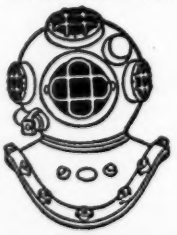

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Oil Man's Calendar: 1956

MAY

9-11 Conference for Drilling Executives, sponsored by American Association of Oilwell Drilling Contractors, Baker Hotel, Dallas, Texas

10-11 API Division of Production, Pacific Coast District meeting, Statler Hotel, Los Angeles

10-11 American Gas Association, supply transmission storage conference, Conrad Hilton Hotel, Chicago

14-16 API Annual Pipe Line Conference, Shamrock Hotel, Houston

14-17 API Division of Refining, 21st midyear meeting, Sheraton-Mt. Royal Hotel, Montreal, Canada

15-16 Louisiana Oil Marketers Association, annual meeting, Roosevelt Hotel, New Orleans

16-18 American Gas Association; chemical, engineering, and manufactured gas production conference, Benjamin Franklin Hotel, Philadelphia

17-18 National Industrial Conference Board, annual meeting, Waldorf-Astoria Hotel, New York City

31-June 2 Interstate Oil Compact Commission, Statler-Hilton Hotel, Dallas

JUNE

10-11 American Association of Oilwell Drilling Contractors, Board of Directors Meeting, Paso Del Morte Hotel, El Paso, Texas

10-15 API Division of Production midyear standardization conference, Brown Palace & Cosmopolitan Hotels, Denver

25-29 American Institute of Electric Engineers,, 1956 Summer and Pacific general meeting, San Francisco

W. B. Stuard Superintendent For Coral's Marine Drilling

W. B. "Bob" Stuard has been named marine drilling superintendent for Coral Drilling Company of Fort Worth, Texas. Stuard, a veteran of 12 years of marine drilling, will headquarter in New Orleans.

Coral also picked Harvey B. Elder as drilling engineer for offshore. A mobile unit, Mr. Arthur, is being built for Coral by Alabama Dry Docks at Mobile, Alabama. The unit is intended for water to 67 feet deep.

Rex Shaver New President Of Shreveport Drilling Firm

New president of H. L. Rowley, Inc., of Shreveport, La., is Rex Shaver. The drilling contracting firm was formerly headed by H. L. Rowley, its founder. He resigned to enter other business.

John Domercq Elected V-P Of Brewster-Bartle Inc.

John Domercq Jr., formerly with The California Company, has been elected executive vice president of the Brewster-Bartle Drilling Company, Inc., of Houston.

Domercq will be concerned primarily with the firm's expanding offshore operations, and will headquarter in Houston.

Formerly he was vice president and director of Standard Oil Company of Texas, in Houston. He held a similar position with The California Company in New Orleans.

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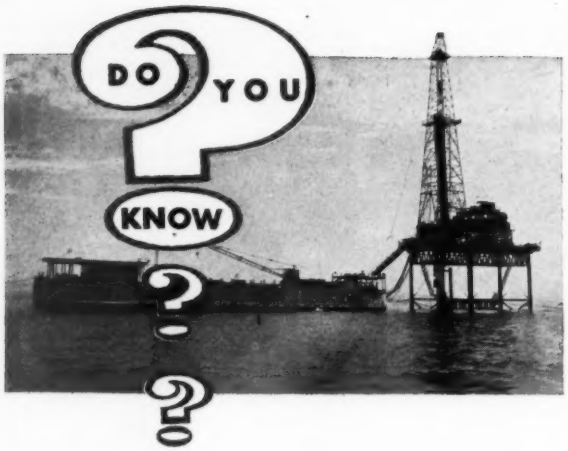

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The southern belle was languidly discussing with her friend her proposed marriage. "My fiance graduates from law school in June. We hope to be married in another year."

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Roughneck: "Do you believe in clubs for women?"
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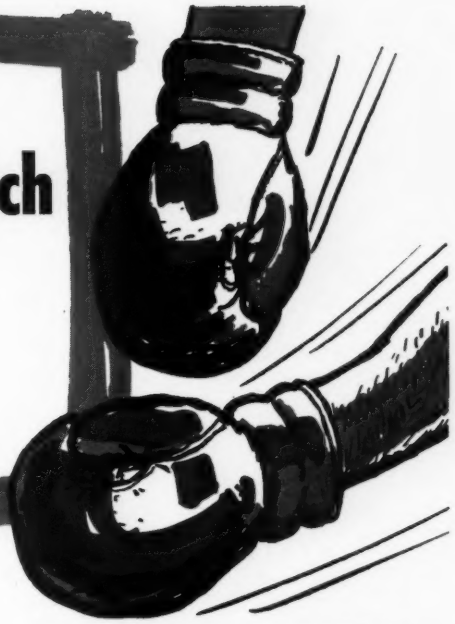

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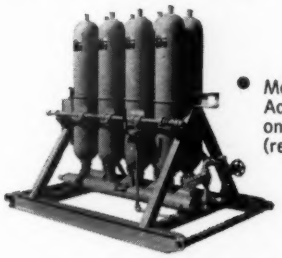
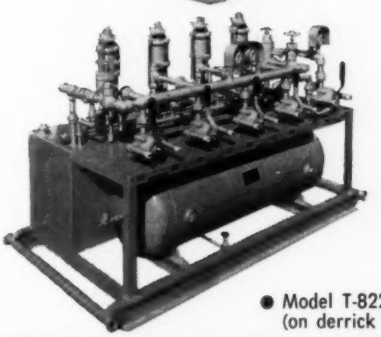


● Model SS-80 Accumulator with one remote control (remote location)



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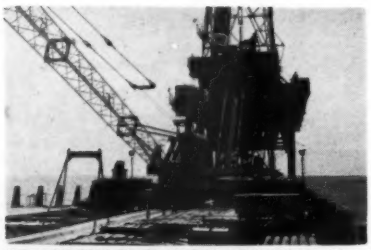

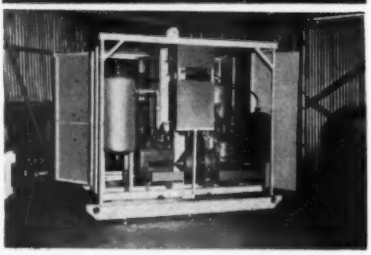

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